

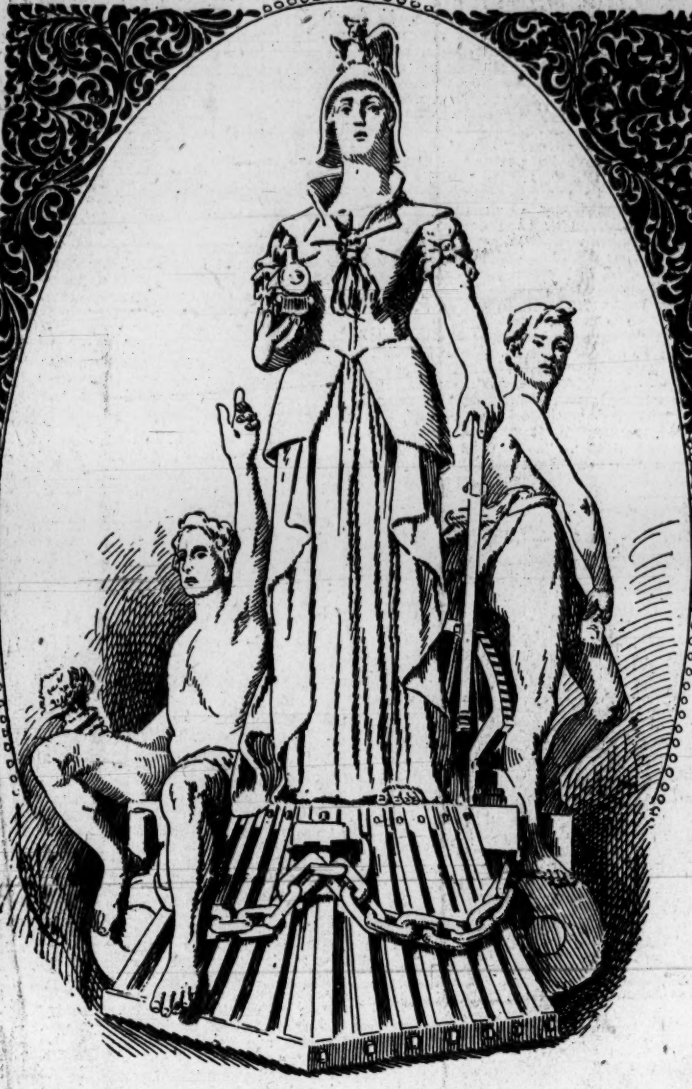
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# The Times

LOS ANGELES

XVII<sup>TH</sup> YEAR. [At the Counter... 3 Cents. By the Month... 75 Cents.] MONDAY MORNING, MARCH 15, 1897. PRICE [On Streets and Trains] 5c [At All News Agencies] 5c



## THE STORY OF TRANSPORTATION

the Shelas, who had the fleetest horses ever seen. These they rode, and allowed them to bear no burdens save their riders. What they had to sell or barter they carried on camels, which could go whole days without water.

### CHAPTER III.

Meanwhile, how faded it with transportation by water? The log system had proven too slow for men whose horses were fleet as the wind. They must have something faster and which involved less manual labor in propulsion. They conceived the idea of building light but strong frames, covered with the skins of beasts slain in the chase. And so came the coracles which first became known to the Romans through Caesar's invasion of Britain. The race of men from whom the American first claimed his origin, navigated the Avon, Thames and Mersey, in vessels of this sort, the covering being chiefly the skin of the seal, which was oily and therefore excluded water. But these coracles had been in use for centuries when the great Roman first landed his legions on the beach before the chalk cliffs of Dover.

The Roman knew nothing of the coracle. Like the American Indian, he soon found that speed followed lightness and buoyancy, so he hollowed out the logs till he found he needed larger boats; and then came designs of structural work which grew and expanded till it reached the dimensions of the Roman warships with two banks of oars, the upper ones being the longest. (All these you find described in Virgil's *Enid* as well as in Caesar's *Commentaries* on the Gallic War, for the Greeks and Romans had mastered the art of shipbuilding long before Romulus had laid the first stone of the eternal City.) Sails had come into use as a means of forcing the rowers when the winds favored, but there is nothing to prove that any of the more ancient nations had any knowledge of "beating to windward" or of sailing in any shape unless the wind was "abast the beam." (Indeed, the bluff bows and full models of their vessels precluded such navigation even if they had the idea of doing so. In an ordinary light wind, a vessel beating to windward has to sail from five to seven miles of distance to make one mile of actual and direct course.)

Away off in other parts of the world were races of men of whom the Greek and the Roman had not yet heard—men who lived on the spoils of the chase, as the Greek had lived ere Leonidas conceived the blockade of Thermopylae before the invading legions of Xerxes. On the coast of South America the savage took the bladders of the seals and strung them together to be fastened under a platform of bark, with a small

hall of matting affixed to a tiny mast, and this was the bolso of the Peruvian Coast. By the Atlantic shores the cedar log was hollowed out just as it was on the shores of Puget Sound, but on the tributaries of the "Father of Waters" the birch tree furnished his welcome bark, which Longfellow has immortalized in his exquisite blank verse:

"The forest's life was in it,  
All its mystery and its magic,  
All the lightness of the birch tree,  
All the toughness of the cedar,  
All the larch's supple sinews;  
And it floated on the river  
Like a yellow leaf in autumn,  
Like a yellow water lily."

No one can form an idea of the possibilities of canoe navigation till he visits one of two localities. One of these is the Alaskan Coast, where canoes of ninety feet in length, hollowed from some vast cedar, are often propelled by as high as forty paddles, the work being performed in a kneeling posture. The same sort of canoes are to be seen in New Zealand, hollowed out of a giant kauri tree, the only difference being that the Maoris sit down instead of kneeling. Those are the most magnificent savages on earth, and any man who has ever seen old Titokwara or "Prince Paul" in a canoe propelled by sixty paddles, with a jade stone war club worth \$2000 in his hand, will not be likely soon to forget him.

### CHAPTER IV.

The extreme northern tribes of Indians made their way on snowshoes, fashioned out of hoops of hickory

laced across with sinews taken from the legs of the deer and the buffalo. Whether or not they got this idea from the snowshoes of the Danish navigators, who undoubtedly discovered Rhode Island before "the world-seeking Genoese" had dreamed of landing on San Salvador, it is hard to say. The Norseman merely hewed two long strips of wood about five feet in length and five inches in width, by three inches in thickness. These he smoothed down and then covered them with a hot "dope" composed of one part each of tallow and resin and two parts of beeswax, melted up together. Once this mixture got cold it had a face like glass, and on a down grade the wearer could go sixty miles per hour, provided he did not fall down.

The Indian also had a mode of conveyance which was a cross between a compulsory bread cart and an ambulance. It consisted of two long shafts, the lower ends of which were covered and drawn by four and sometimes from a roll of blankets to a side of buffalo meat. This vehicle was not in use among the New England aborigines, nor do the early Quill Audubon make any mention of it in their works, so it is probable that it originated among the Mississippi Valley Indians, some of whom had been down to the white settlements and seen the old-fashioned chaises that had been carried west prior to 1840.

The French voyagers applied the name of "travail" to this American style of a cayuse "finricksha," but whether they first aided the noble red man in its design or not will never be known. They were, for the most part, almost as illiterate as the Indians with whose daughters they cohabited in the vain hope of evolving an "improved order of red men." And with the building of the steamboat on the Sacramento and Willamette and the extension of the railway into the Limpqua and Truckee valleys, the old "mountain man" of the writer's boyhood has disappeared as completely as if he had fallen into the gap of an earthquake.

### CHAPTER V.

The years between the eleventh and the nineteenth centuries were uneventful so far as actual improvements on carriages by land or water went, people seeming to think they had reached the maximum of their ambition, and making no progressive effort either way. In England open wagons had given way to a large style of covered coaches, drawn by four and sometimes by six horses. One of these made daily trips from London to York and another to Liverpool, and in the summer seasons to Yarmouth and Margate. Then there was a mail coach from York to Liverpool, and another from York to Hull, by way of Doncaster and Leeds. From this heavy coach the ingenuity of Americans has evolved the vehicle known as the "Concord coach," about a thousand pounds

lighter than its English prototype and quite as strong for all uses demanded of it, as well as being able to carry quite as many passengers on a good road. For mountain travel it is too top-heavy. This branch of coaching in England attracted many men of good birth to become its votaries, chief among whom was J. F. Herring, the greatest of all horse painters.

The earlier settlers along the New England coast did nearly all their traveling by water. Large schooners made regular trips from Boston to the ports of Virginia and Maryland, as well as New York, while smaller sloops did duty as "packet lines" from Providence, New Haven, Saybrook and Fall River to New York, which had become the great market town of the continent long before 1700. In this way things jogged along quietly at the East, and it was not until about 1820 that Baltimore suddenly astonished the world by the production of such a class of sailing vessels as never before had been heard of. These were called "clippers," and were rigged as topsail schooners. They would beat the vessels built in northern ports from one to two miles per hour for every hour that they ran "close hauled" on the wind. (This speed was due to what marine architects term "concave lines," thus enabling the hull to slip through the water easily. From the small clipper schooners came bark and brig, and finally the great clipper ships capable of rolling off their twelve miles per hour with wind "on the quarter.") Once established as a com-

**CHAPTER I.**  
FIVE thousand years ago, in Asia Minor, lived a man who fished and hunted for his daily subsistence, his weapon being a bow and arrow. His hut was on the bank of a wide river, which was swift and shallow about five or six miles above and below where he dwelt. But opposite his hut the water was very deep, and the current almost imperceptible. In that era not one man in fifty could swim.

One day this hunter shot a wild duck which carried off his arrow and fell dead on the opposite bank of the river. How to get him was the question. He got some pebbles and threw them into the water. The ascending bubbles told

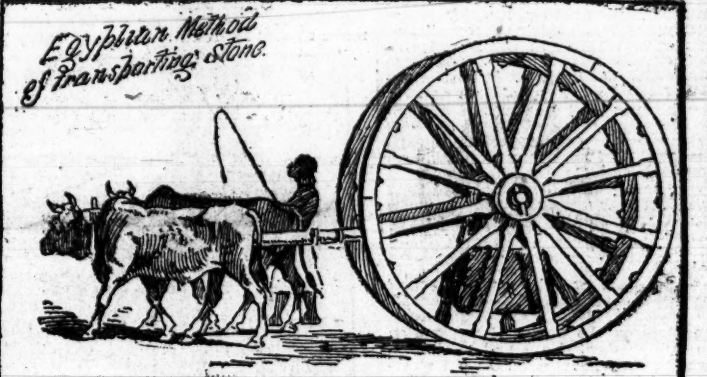
tation, for a grandfather of Ninus had made two wooden wheels from the sections of a vast cedar tree and built a box on top of a frame, to which these wheels were attached. To the front of this frame he attached a pole and a horse, firmly held by tough thongs of bull hide, was harnessed to either side of the pole. When that wagon broke down like the parson's "one-hoss shay," Ninus concluded to build another, and then a new idea struck him. If one pole enabled him to work two horses, he could but at two poles—two work three of them. And so was evolved the chariot which, in the glowing pages of Ben Hur, forms the origin of the modern race for horses in light harness. As the years wore on land transportation changed but little, the only difference being that, at certain intervals, came wiry black men from the Sahara and



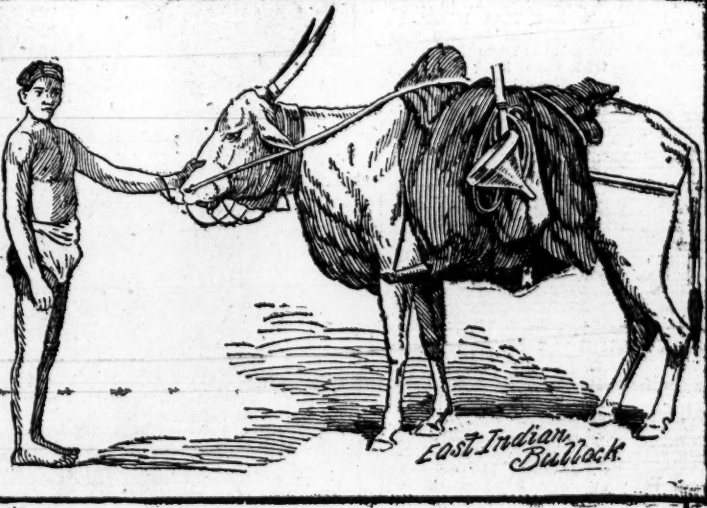
East Indian Palanquin



Egyptian Sedan Chair



Egyptian Method of transporting stone



East Indian Bullock

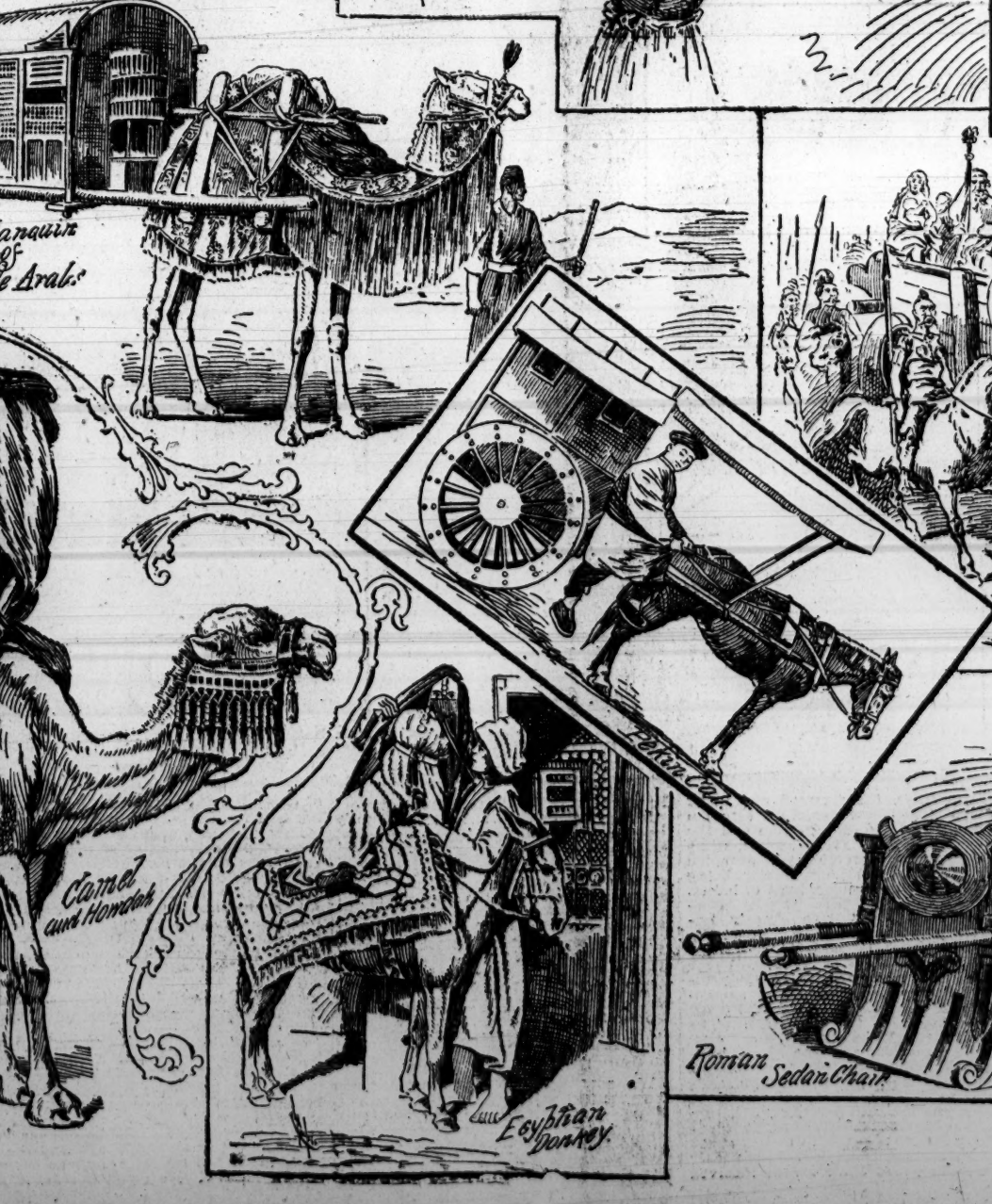
him the water was too deep for him to wade across, and he knew it was five miles to either ford on the river, and that meant a walk of ten miles to get the duck. Suddenly he recollected a big log that lay on a sandbar a short distance above the hut. He got a long pole and pried the log underneath till it rolled in the water. Then seating himself astride the log, he poled across the stream, and got the duck, with which he returned home and ate the bird for supper.

This man's name was Eurastus. One day he was seated beside his hut and thinking how he could live, as the spring was coming on and game was growing scarcer. He had eaten two small fish for his breakfast and was already hungry, but had no meat. Suddenly a man appeared on the opposite bank of the river and cried out: "Ho, there, Eurastus!" "What art thou and what dost thou want?" "I am Araxes and wish to cross the river. I saw thee cross it on a log several times since the last new moon. Get thee thy log and carry me over, as thou dost carry thyself." Eurastus at once thought of his hunter.

"What is it thou hast on thy shoulder, Araxes?" he asked. "Tis a deer I shot about an hour ago." "Then give me the hind leg and half the loin for my labor and I will bring thee safely over," said Eurastus. Araxes nodded his assent, and Eurastus ferried him across the stream. When they reached Eurastus's hut, Araxes gave him the hind quarter of the deer, and transportation thus became a recognized avocation of man.



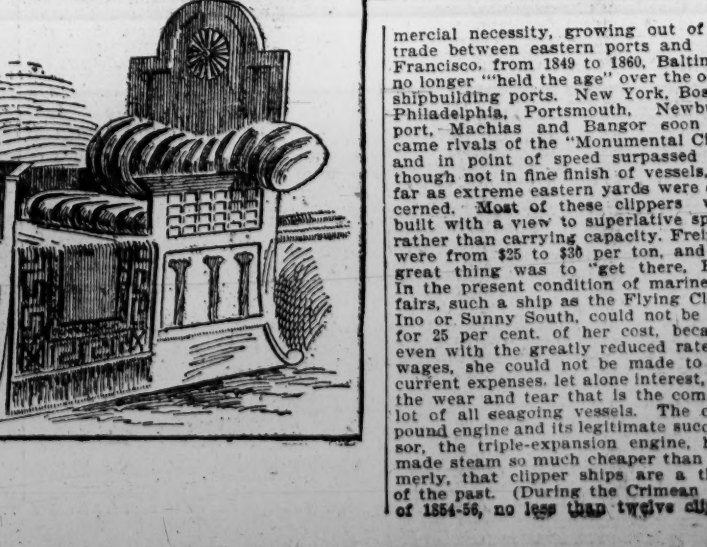
Palanquin of India Arab



Roman Sedan Chair



Traveling Cars of the Ancient Gauls



mercial necessity, growing out of the trade between eastern ports and San Francisco, from 1849 to 1860, Baltimore no longer "held the age" over the other shipbuilding ports. New York, Boston, Philadelphia, Portsmouth, Newburyport, Machias and Bangor soon became rivals of the "Monumental City," and in point of speed surpassed her, though not in fine finish of vessels, so far as extreme eastern yards were concerned. Most of these clippers were built with a view to superlative speed, rather than carrying capacity. Freight rates were from \$25 to \$30 per ton, and the great thing was to "get there, Ell." In the present condition of marine affairs, such a ship as the Flying Cloud, Ino or Sunny South, could not be sold for 25 per cent. of her cost, because, even with the greatly reduced rates of wages, she could not be made to pay current expenses, let alone interest, and the wear and tear that is the common lot of all seagoing vessels. The compound engine and its legitimate successor, the triple-expansion engine, have made steam so much cheaper than formerly, that clipper ships are a thing of the past. (During the Crimean war of 1854-56, no less than twelve clipper



lough the ship and fitter her up with a single side-lever engine similar to those which the inventor presented themselves. One of these was the noise made by the exhaust of steam and the other was the noise made by the wheels of the engines in order to check headway at a dock. A French machinist in New York named, now in use on all steam-boats and locomotives and to obviate the noise and enable passengers to travel in comfort, was named Secor assisted Fulton to make the condenser that is the distinguishing feature of the engine. The first steamer Savannah was driven by two side-wheels of fourteen feet diameter and five feet wide, and her power was by horse power and her fuel capacity was forty-five cords of wood and eighty cords of coal. She was built by the 135 tons of the best Wellington on this coast. She made the trip to Liverpool and back in 1819 and was the first that was a full-rigged ship and therefore three sections, the forward one being devoted to drinking gambling, etc., the middle one to the dining-room and the use of gentlemen traveling alone, while the stern was after the cabin, furnished with a piano and reading tables, being intended for the exclusive use of ladies. The stern-wheel, however, was improved upon in the Kennebec and Penobscot Rivers in Maine, where the side-wheel was added for steering purposes; and where the principle of exhausting into the smoke-stack was adopted. The use of the fuel in the furnaces. The most practical business boat ever built was the American, built at San Francisco in 1865, after designs of Capt. William H. Taylor, who made a happy combination of the eastern and western points of construction, having the full bow which made buoyancy the main requisite and speed the main consideration. It is nearly twenty-six years since I first received passage from New Orleans to Baton Rouge, the distance 100 miles. These rates were not reduced till 1839, when newer boats caused the cut in price. Up to that period the average rate was \$100 a mile, or about 100 miles per day, and the boats tied up at dark. Passage down was half price. The canal or great river project might have begun about 1823. Now railroads through the South have cut steamboat business in two and such floating palaces as the *Washington* and *Princess* are now but history, fast fading into tradition.

**Railway Transportation.**  
CHAPTER VIII.

We now come down to railroading; the greatest and most popular method of travel in all parts of the world, this one mode of travel which American people have not surpassed foreign nations so much for wagon and steam, but they are far and away ahead of

of dyspepsia. Now we come to railroad- ing and its origin.

There is even a greater doubt surrounding the invention of the railroad than the invention of the steam engine. Men bring up the name of Stephenson as its only lawful claimant, while Americans are generally in a group in their advocacy of Oliver Evans and John Stevens. Perhaps the fairest way would be to give both a share, and to give the honor to the first. After that let us take up the great old Northumbrian and his railway, so that we may be able to draw his own conclusions.

In a Philadelphia publication, called the *Register*, the following is given, November 13, 1851 Oliver Evans goes on to tell about how he became satisfied by the experiments of James Fennimore Smith, of New York, that steam made an available motive power on land as well as on the water, and that he built a steam wagon as early as March, 1778. He could not make a

chine was as good on water as on land, so the wheels under the weight was equal to two hundred barrels of flour, and with the rough wooden axles the horses made a great deal of friction, yet with this small engine transported my burthen with ease to the Schuylkill River, where I launched it, and it was the first time that I, with which I drove it down to the Delaware and up the Delaware to the Schuylkill, was ever able to go the least half-way, the wind being ahead."

Mr. Evans's ideas of steam wagons were all right save for their application to turnpike roads. He had not yet been told of the power of the steam engine. Stephenson, "the rail and the locomotive should be regarded as man and horse," was the first to make the steam engine, under the name of James Fennimore Smith, Eng. in 1781, and was first employed as fireman of a hoisting engine at the Killmarnock colliery. His first locomotive was made in 1812. His first locomotive was



America in 1826, he brought over a lot of flanged wheels and English rails with him, and their first use was in the cars of the inclined plane at Mauch Chunk, Pa., on the line of the Lehigh Canal. A similar incline was afterward built at Newark for the Delaware and Hudson Canal, which was the nucleus of a water power which made that place one of the leading manufacturing cities of the nation. About this time short wooden railways were erected in New York and Pennsylvania as feeders to canals. In 1825 the Schuylkill Canal was opened to Mount Carbon, near Pottsville, Pa., and the next year Abraham Potts built a wooden tramway to carry coal to the canal. The cars were of one and a half tons capacity, and the directors of the canal were horrified when Mr. Potts told them that a railroad would parallel their canal in less than ten years. He was right, except as to time, for in 1842 the first train of coal drawn by a locomotive passed over the Philadelphia and Reading road, being thirteen cars of coal containing ten tons each. Thus it will be seen that, even at that early day, people were beginning to look upon

at right angles to help each other over the center. It distributed the weight more equally than the "Lion" and would run as fast with less steam. Allen gained so much reputation by the performances of the "Lion" that he soon became chief engineer of the Charleston and Hamburg Railroad in South Carolina. In February, 1829, the directors laid 170 feet of track on Wentworth street and put on it a flat car containing forty-seven bales of cotton. To this a mule was attached and drew the load with ease. In six months from that time the directors had secured \$100,000 as a loan and were extending the road as far as Hamburg. When five miles had been completed, they rigged up the cars with sails, which propelled them at the rate of fifteen miles per hour. By 1831, they had a locomotive drawing cars twenty miles and meeting the outward bound ship at tide water, a principle as self-evident as Stephenson's aphorism about the wedding of the locomotive and the rail. Mr. Allen had the situation sized up properly when he said that the want of success on the part of Oliver Evans was the fact that he had no one to help him. James Watt had his partner,

docks by hand. On far western waters the eccentric has come somewhat into use, but on all the tributaries of the Mississippi, canals are used to work the cut-offs, as poppet valves are always preferred to slide valves. On railroads the poppet valve was never received with favor because it made too much complication of machinery. Economy of fuel cut but little figure, for speed was the desideratum over all. Therefore the slide valve has always been the favorite of locomotive builders. With the aid of "link motions" the slide valve is quite as easily used in reversing as the poppet. And in this connection let me remark that Henry S. Muzzey, now past 70, and in the employ of Capt. Mellon and Folhamus of Yuma, Ariz., was the first man ever to transfer the "link motion," a railroad invention, to steamboating in Pacific waters. Of course, many railway men who read this article will say I have elaborated too much upon navigation for an article that is to be published in a jubilee number devoted to a reunion of railway conductors. Let me remind those who think that way that the underlying principle is that the ship and the car must be brought side by side;

lions, originally made in California steamship trade, that have made the New York Central system the magnificent property it now is. And still further, when every indication was that England would govern the maritime commerce of the world, the chief corporations of the Pennsylvania Central road built the record-breakers, the St. Paul and St. Louis, and restored the dear old flag to its prestige on the high seas. All honor to the sagacious and clear-headed men who have thrown themselves into the breach and saved the commerce of America on the high seas from total annihilation!

CHAPTER XI.  
Up to 1823 but little attention had been paid to the rounding of curves on railroads, and it was not till that year that the "bogie," or four-wheeled truck that goes underneath the forward part of the engine, was invented by John B. Jervis, who was the first engineer of the Delaware and Hudson Canal. About the same time William Norris of Philadelphia, and Isaac Dripps of Amboy originated similar devices, but the "bogie" truck of today

Centennial in Philadelphia, as well as at the World's Fair of 1893 at Chicago. It was claimed to be an improvement upon the Planet, which was the first engine ever built with a combination of horizontal cylinders, blast-pipe and multitubular boiler. The John Bull had neither pilot nor cab, so Mr. Dripps attached them to fourteen other locomotives imported in 1831-32. All these engines did more or less service up to 1845. There was another engine of the same name built in England in 1836, for use on the road between Albany and Schenectady. Another English engine called the Herald was imported by the Baltimore and Susquehanna road (now the Northern Central) about the same time.

Up to 1838 no attempt was made in the direction of the modern passenger car. At the coaches used on the railroads were like the Concord stage-coaches of the present day, but with smaller wheels. There was room for twelve passengers inside (four seats) and six on top. The speed on the Albany and Schenectady road where these coaches first were introduced, was ten miles per hour, a gain of 80 per cent. over the post coaches of that day,

test on the Baltimore and Ohio road, said: "It removes all doubt as to its efficiency upon the curves of the Baltimore and Ohio road, as well as refuting all the theories of the ablest English engineers on this point. It settles the point that steam power can be used on our road with as much facility as that of horses and at a greatly reduced expense."

CHAPTER XII.  
From 1830 to 1850 the improvement in cars was slow and gradual. Necessarily it must have been so, for the railway companies had no money with which to carry on experiments. Hence the slow progress made in passenger cars. The earlier coaches, after they got past the hotel coach era, were very much like the English railway coaches, and opened on the sides, being unlocked only at stations. This was something contrary to the American idea, for a man who has committed no crime does not want to be locked up. Hence it was that the modern passenger car, with a platform at each end and an aisle through the center, soon displaced the side-door carriage. It is rapidly doing so in Australia, and will

with staid berths were put upon the road between Baltimore and Philadelphia, the occupants being divided by a partition across the car so that one-third the space in the entire car was reserved for the ladies. At that time the run between the two cities occupied seven hours. The day trains took dinner on a ferry boat, which arrived at the lower deck (like the big Solano,) and had a dining room in the upper cabin. This boat crossed the Susquehanna at Havre de Grace, Md., but has been long since given up for a bridge. The writer ate his dinner in that cabin fifty-one years ago, while on a journey to witness the inauguration of President Polk. Today the dining car is the greatest convenience of railway travel, and does much to relieve the railway journey across the plains of its monotony. The railways that run dining cars compute their receipts and expenses, and, if the latter exceed the former, it is charged up to the company's advertising account.

In 1859 George M. Pullman, who had been engaged in mining enterprises about Denver, went east and rode on one of the old-fashioned sleeping-cars that ran on the Lake Shore road, with stationary bunks. He at once conceived several important improvements to the berths and built two cars for the Chicago and Alton road, one of which, the old Pioneer, outlasted many newer ones, and was never in a smash-up. This car cost \$18,000 and was thought a model of beauty at the time. It was the first sixteen-wheeler, double-truck car built in America or anywhere else. By 1863 Mr. Pullman had disposed of his Colorado interests and had incorporated his palace car company at Chicago, which now must have over 3000 cars in operation on every road of importance in America.

At the World's Fair was exhibited a chair-car, the chairs of which could be wheeled about to any part of the car. At night these were dismembered and the backs formed the bottoms of berths. The invention was a very creditable one and would have been a big success had it been invented before so many railroad directors got backed up with Pullman or Wagner car stock. Nearly all the Pullman and Wagner cars of today are fitted up with buffets or lunch counters, at which the traveler is always sure of a good cup of coffee and good bread and butter, which is half a meal in itself.

CHAPTER XIII.  
The inventive power of Americans seems equal to any and all emergencies. No sooner had the Cunard steamship line built the Lucania and the Campania, both of which broke transatlantic records, than the International Steamship line, composed chiefly of stockholders of the Pennsylvania Railway system, built two steamships on the Delaware, called the St. Louis and St. Paul, which now hold the records between New York and Southampton. I append the size and power of the six largest steamships now in active service.

Name	Tonnage	Horse-power
Frederick der Grosse	13,000	14,000
Barbarossa	13,000	14,000
Campania	10,500	12,000
Lucania	10,500	12,000
St. Paul	10,000	8,000
St. Louis	10,000	8,000

The first two vessels belong to the North German Lloyd line, and are employed in Australian trade. The next two belong to the Cunard line. By comparing the tonnage with the horsepower (nominal), it will be seen that the American ships have the smallest ratio of horse-power in proportion to their size. It therefore follows that their speed is not derived from main strength so much as from the exquisite proportions of the American model.

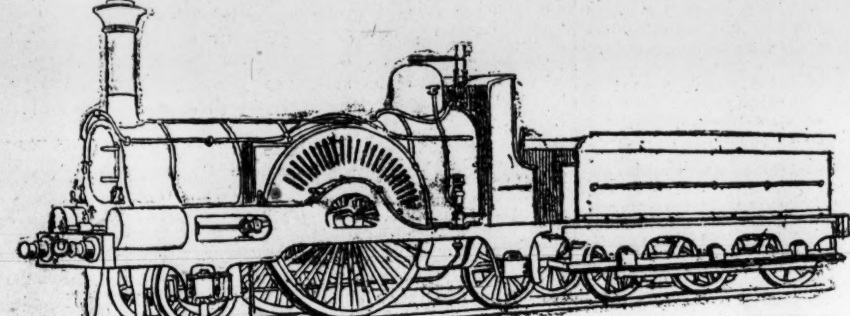
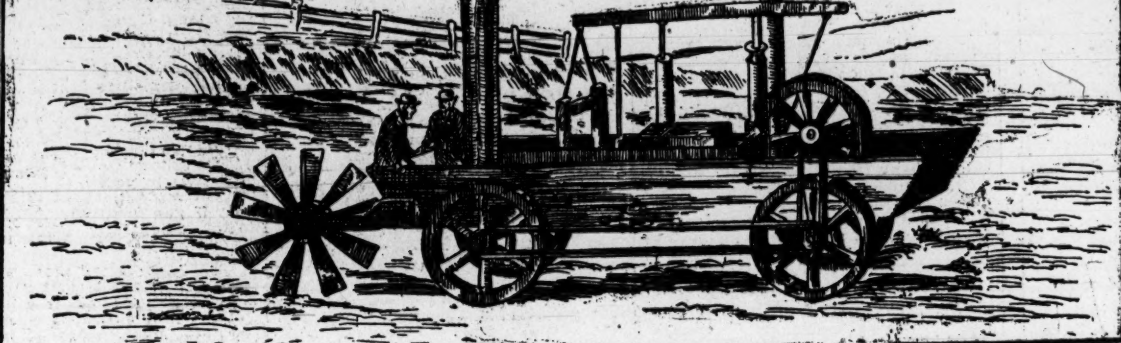
But, returning to the subject of railway travel, the most important invention of later years is the Westinghouse air brake, through the agency of which lives have been saved to an extent that baffles all computation. It was first used on the Steubenville accommodation train of the Pittsburgh and Cincinnati road, consisting of three coaches and an engine, some time in the winter

of 1868-69. It was less than a year when the Pennsylvania Central made its essay with the Westinghouse brake and ran an excursion train consisting of six coaches, an engine and baggage car, from Jersey City to Chicago with a party of officials from other roads as guests. There was no other road (except the Baltimore and Ohio) that afforded such scope for the test of the new appliance; and the day was a victory for Westinghouse, as well as for the Pennsylvania Central, which was the first corporation to give Westinghouse's great invention a test that proved infallible. By 1871 every railway east of the Rocky Mountains was equipped with it, and the name of Westinghouse goes up into a niche in the temple of fame, side by side with those of Morse and Franklin.

The improvements in locomotive building from 1830 to the present writing are so numerous and so diverse in character that the whole of this paper would not afford sufficient space to describe them in detail. It was about 1832 that increased speed was demanded, and when they began to attain twenty miles per hour the connections began to break. This grew out of the fact that the crank being cast into the driving-wheel, that side of the wheel was the heaviest. To lighten the counter-balance was invented, consisting of a heavy weight of iron (equal to the weight of the crank), placed between the spokes of the wheel at the side opposite the crank. As soon as this was effected trains increased their speed to twenty-five miles per hour, with less danger than they had encountered at eighteen miles without the counter-balance.

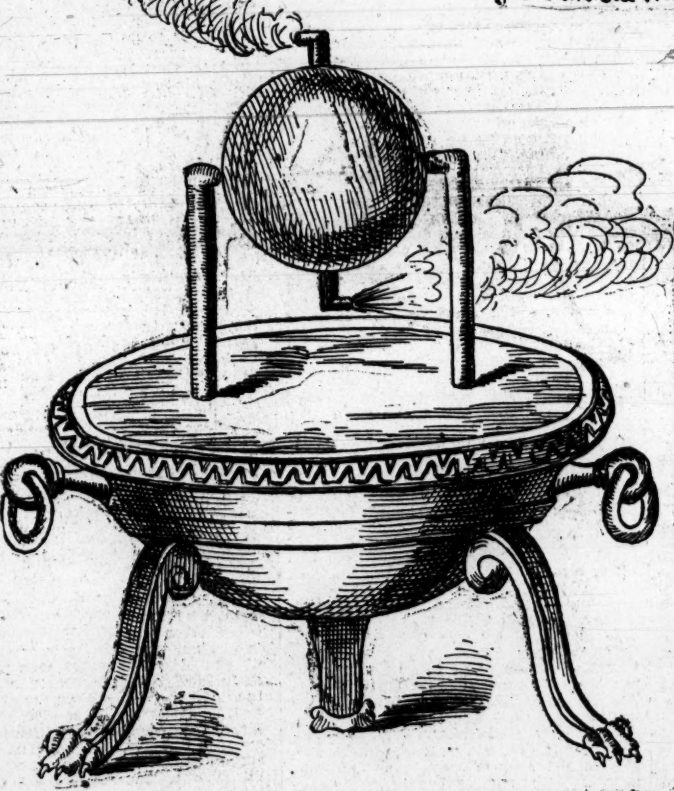
The "link motion" for reversing the valves, was invented in the early fifties and used nearly fifteen years on railroads before being transferred to steamboats. It was the invention of Mr. Rogers of Paterson, N. J. Now it is on every steamship on every ocean, as well as on nine river boats out of every ten. The old "V hook" is occasionally seen on some old far-western boats, built with second-hand engines, and the "S hook" still clings to a few ferry boats at the far East. But the "link motion"

English "Puffing Billy" 1813

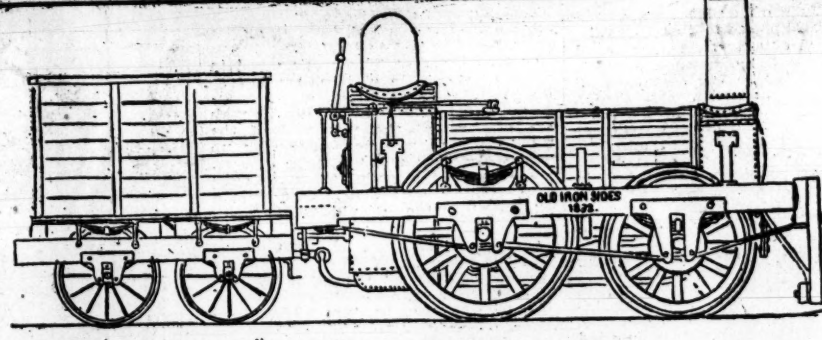


Caledonian Locomotive for boat trains

The First Steam Engine: 200 B.C. from an old print

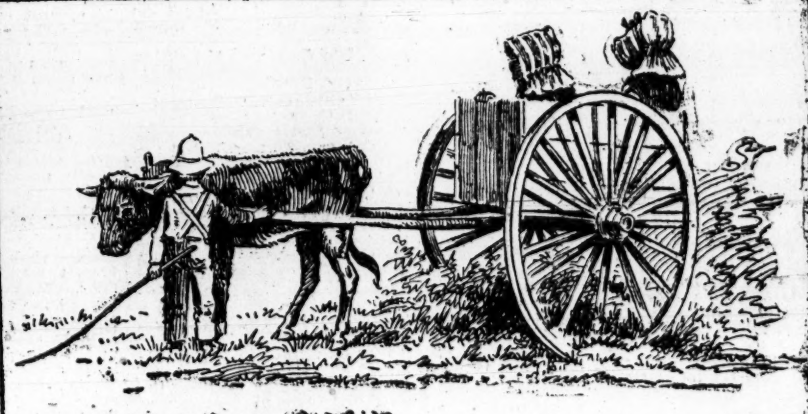


Conestoga Wagon



Old Ironsides, 1832

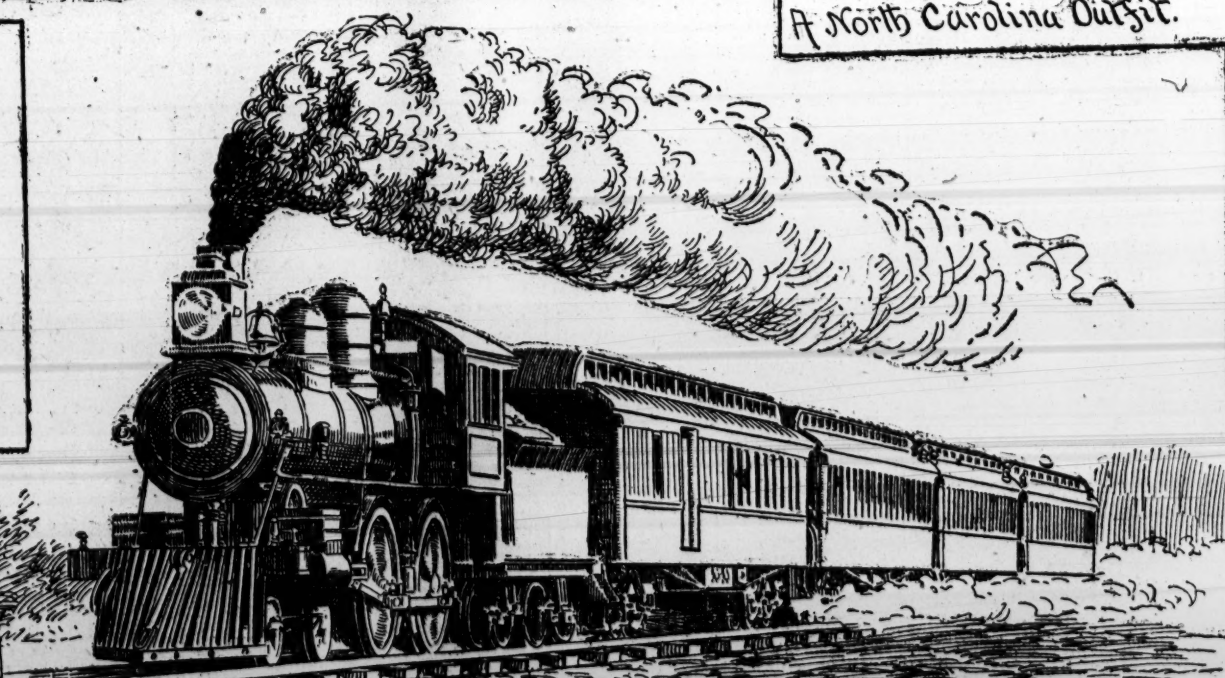
The old John Bull Train



A North Carolina Outfit



The N. American Indian Wagon



The Empire State Express, the fastest train in the world

CHAPTER X.

We now come down to the era when traction engines were discarded like horse and mule-power, and the locomotive began to assert its supremacy. John B. Jervis, in 1818, was chief engineer of the Delaware and Hudson Canal, and sent his assistant, Horatio Allen, to England to purchase three locomotives, to be operated on small roads used as feeders to the canal. He brought back one with him, which he christened the Stourbridge Lion. This old engine, containing everything except her original boiler, was exhibited in the Transportation building at the World's Fair in 1893, and as the New South Wales commissioner, Mr. Bell, remarked to the writer, "The Transportation building is a World's Fair in itself." The "Lion" was a platform with two cylinders at the after end and two cranks connected to the forward axle. Stevens' engine, built later in the day (for it was twelve years after his famous memorial to the New Jersey Legislature), differed from the Stourbridge Lion in the fact that it had a cylinder and a crank at each side, worked by double walking-beams, the cranks being on each axle and set

Boulton, and Stephenson had his, Pease, but Evans, the inventor of the multitubular boiler, had to be Evans alone. In the Evans boiler the water went into the tubes and derived its heat from the surrounding space, whereas in the locomotive boiler of today the water surrounds the tubes and they serve as conduits for the heat. Evans stood alone by himself—the inventor was ready, but the age was not. And so he passed on to the company of the great and unselfish souls who, without compensation, have toiled for the good of their race and aimed to bring man nearer unto man.

The three engines of which the Stourbridge Lion was the precursor, were all set up at the West Point foundry. Mr. Allen then secured the cooperation of two mechanics from New York and entered upon the construction of the first American locomotive. It was named the Best Friend, and was designed for use on the Charleston and Hamburg road. John Stevens' engine antedated this one, however, and was a good deal less complicated in its mechanism. It is worthy of remark that none of these engines had eccentrics, cams or reversing gear of any sort; and the steamboats of that era, being similarly unprovided for, had to come to a dead stop and then be hauled into their

and that is why Baltimore has taken away the export of flour from New York. When the Central Pacific road was started by the "Big Four"—Stanford, Crocker, Huntington and Hopkins—their calculation was to make Early in 1851 arrived what was claimed to be the most complete engine ever built—the John Bull, imported by the Camden and Amboy road and built by Robert Stephenson at Newcastle. This engine is well known to all engineers, having been exhibited at the

resembles Jervis's design more than theirs. The next American invention was the spark arrester, a wire screen placed over the top of the stack, to keep from setting fields of grain afire. Early in 1851 arrived what was claimed to be the most complete engine ever built—the John Bull, imported by the Camden and Amboy road and built by Robert Stephenson at Newcastle. This engine is well known to all engineers, having been exhibited at the

drawn by four or six horses, according to the size of the load. In that period the Erie Canal carried the bulk of passenger travel between Albany and Buffalo. The next great step forward in the building of locomotives was that made by Peter Cooper, who, in 1831, designed a locomotive to run upon curves of 400 feet radius. Its trial trip was made August 28, 1830, and Ross Winans the builder of it, writing upon its

accomplish the same thing everywhere else before it does in England. John Bull wants privacy, and for the sake of that he is willing to risk being murdered for his money, as old Mr. Briggs was killed by Lafroy in a compartment of a car in the express train from Liverpool to London. On an American train such a crime would have been an impossibility.

The introduction of sleeping cars on railroads goes back to 1838, when cars











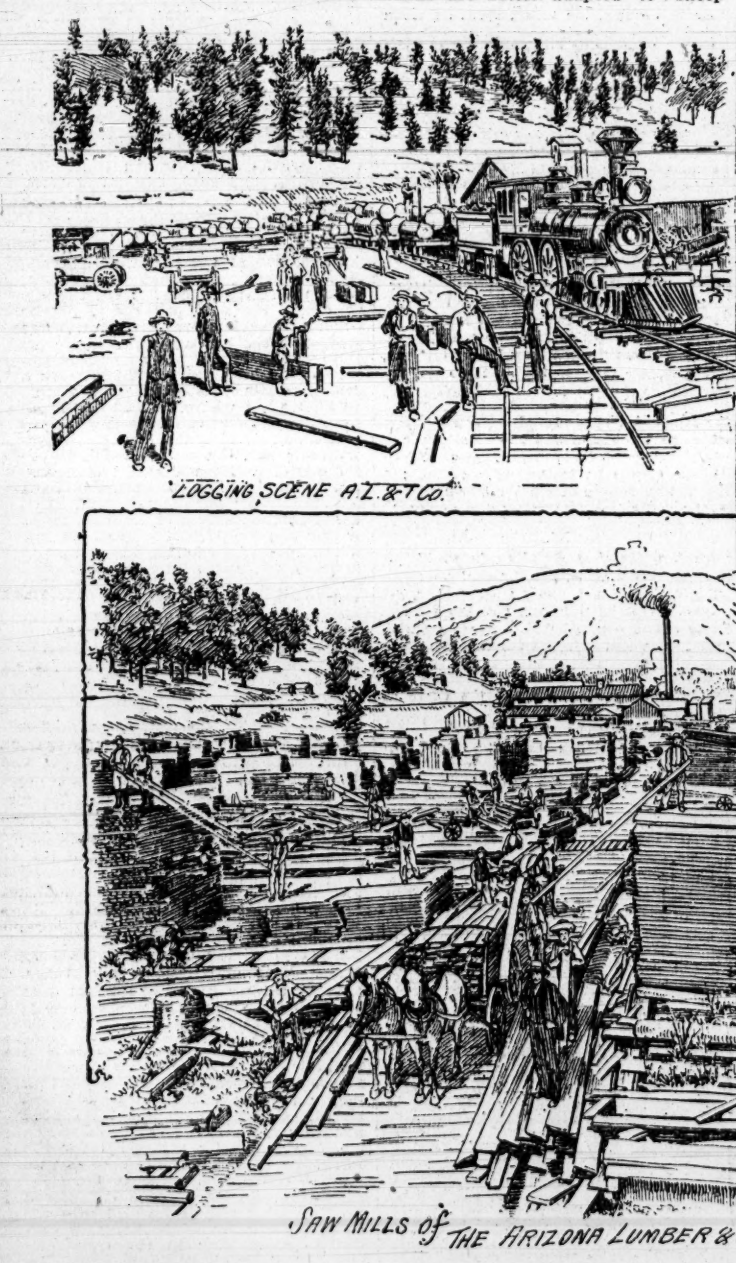
## Flagstaff Now Offering \$65,000 Worth of Water Bonds.

Far up upon the elevated plateau which traverses Northern Arizona, at an elevation of 6886 feet above the sea, placed in a setting of pine forest with the noble San Francisco peaks for a background, is the city of Flagstaff, capital of Coconino county and commercial center of a wide industrial area. Though in lapse of years the city has not reached three-quarters of a score, yet, nevertheless, by reason of the marvelous natural wonders surrounding it and by reason, also, of its healthfulness, Flagstaff is a familiar name to the ear the world over. It has schools, churches, societies, good order, good citizens, and all the accessories of high living enjoyed by the best type of towns of equal size either East or West. Its population numbers about three thousand. Many unfulfilling causes have led to the splendid progress made by Flagstaff since the day of its birth. Its geographical position and transportation facilities make it the inevitable distributing point of the vast forest and mineral product of Northern Arizona, while its sanitary conditions appeal irresistibly to those whose affliction demands a pure, dry atmosphere. Add to this the fact that Flagstaff is the immediate gateway to more sights of novelty and unaccompanied interest than any other town in the world, and one may understand the stability and prospect of the city.

Flagstaff is situated upon the Mogollon water shed. To the east the Painted Desert lifts its lofty harpens of suggestive tints conspicuously into view, while to the west the sunken aridities of the Mojave sweep toward the setting sun. From a distance of fifty miles to the north to 150 miles to the south, with a variable width approximating sixty miles, stretches the rich pine timber belt of Arizona. To the north of this, and cutting it squarely off, is the incomparable and indescribable Grand Cañon of the Colorado. Toward every point of the compass one may travel among wonders of nature and profoundly interesting remains of prehistoric man. Grand Cañon, Cataract Cañon, Natural Bridge, Montezuma Well and Castle, Oak Creek Cañon, Ice Cave, Walnut Cañon, Sunset Mountain, cave dwellings, cliff dwellings, Black Crater, San Francisco peaks, the Mogi village and innumerable other world wonders are easily and alone accessible from Flagstaff, and near at hand. The air is marvelously pure and invigorating and laden with the sweet odor of the pine. In winter there are great but not persistent snows, and the weather cold, but the summer climate is characterized by that ideal tone obtainable only

through the combination of great altitude and absence of humidity. In general aspect Flagstaff is a clean, new modern town. Its shops are quite the equal of those of eastern cities of twice its size. Its public buildings, consisting of the new Territorial Home for the Insane, its Emerson High School and its courthouse, all structures of cut-stone or stone in combination with brick, would make a creditable showing in any city. The churches, residences and commercial buildings are new, many of them built of brick and stone, and all of them far above the average in point of architectural excellence. Not the least interesting of the many institutions of the city is the Lowell Observatory, erected near the city, an acknowledgment of the pure atmosphere of the region.

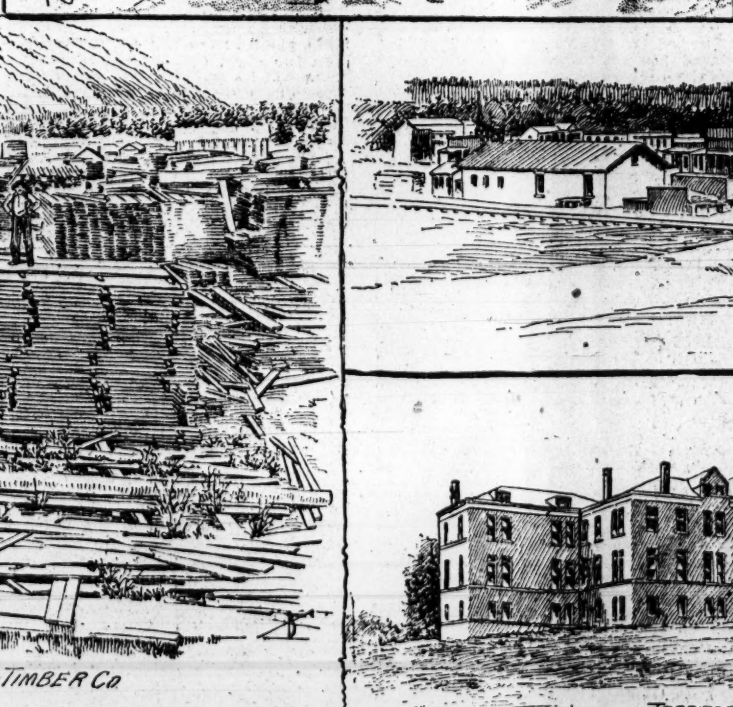
Surrounding the city upon every side are vast park-like areas of the pine belt. No underbrush mars this perfect resemblance, which characterizes this prolific forest, edging its way into the city's rim and mantling the mountain ridges for scores of miles in every direction.



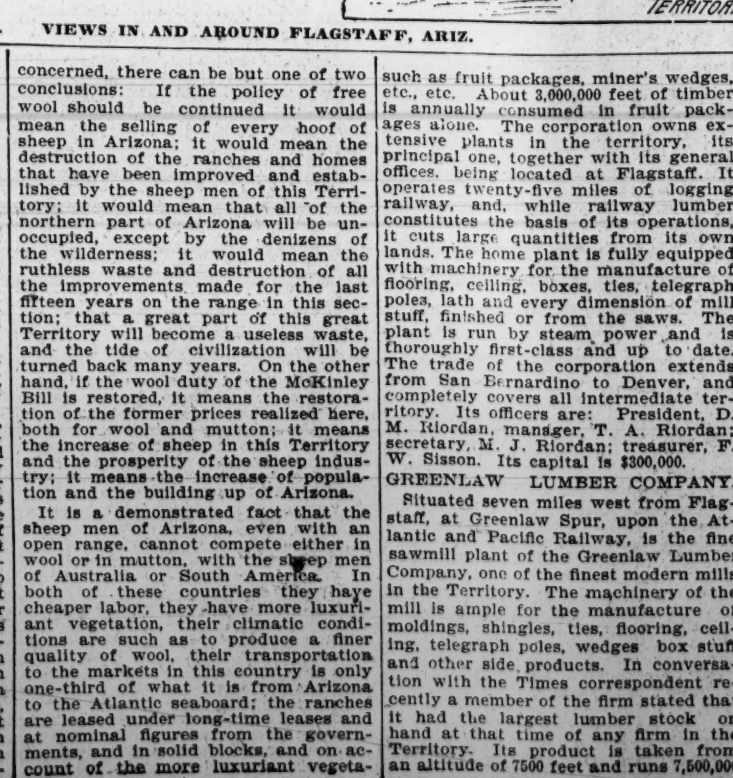
LOGGING SCENE AT FT. CO.



IN THE GRAND CANYON OF THE COLORADO



HIGH SCHOOL BUILDING



TERRITORIAL HOME OF THE INSANE

VIEWS IN AND AROUND FLAGSTAFF, ARIZ.

than any other live stock. A number of experiments with both horses and cattle have been made here, all of which have proven failures. Prior to the year 1893 the sheep men of the Territory were abundantly successful. The sheep industry can be attributed to the presence in the Territory of a large number of the present inhabitants. The sheep men have gone into the Territory and discovered that there were made roads, built houses and improved ranches, and have been one of the main elements in civilizing the Territory and redeeming it from a barren wilderness devoted to the Indian and the coyote.

In the year 1893 there were about 750,000 sheep in the Territory, producing annually about 5,000,000 pounds of wool, largely of a fine quality. Stock sheep were worth on the range, prior to 1893, about \$3 per head; mutton as high as \$4 per head. Wool ranged from 10 cents per pound for the very driest and greatest, to 15 cents for the lightest. During the six years preceding the year 1893 there were some slight variations in the price of wool from year to year, but not sufficient to make any great difference in the net returns of the sheep men. In January, 1893, it was not foreseen either by the sheep men or by the wool merchants that there was to be any great decline in price during that year; but by April, 1893, with the premonitions of a special session of a Congress known to be opposed in principle to a protective tariff on wool, and with the knowledge at hand that the removal of the 11 cents duty which then prevailed, Australian and South American wools corresponding in qual-

ity and fiber to the wool of this Territory could be purchased for just 11 cents a pound less than it could be purchased for while the tariff was in existence, with the knowledge that in all probability the tariff would be removed and that woolen goods of foreign manufacture would probably be admitted into the United States either without duty or with a much lower duty than at that time prevailed; that woolen goods manufactured in the United States during the year 1893 would be forced to compete with the foreign goods admitted under the lower tariff, and which would be sold at a lower price, the manufacturers of the United States were forced to take the position that the wool clip of 1893 produced in the United States must be purchased from the sheep men at such a price as would enable the manufacturers to compete with the imported goods under the lower tariff. Consequently the prices began to tumble, and for the same wool that was sold for 16, 17 and 18 cents during the several years preceding the memorable year of 1893, prices ranging from 4 to 5 cents per pound were realized here; and for wool that had sold at 10 cents per pound, a price of 3 cents was realized. The prices of mutton correspondingly declined, and for mutton that had previously sold at \$4 per head, \$1.50 to \$2 was realized. Stock sheep which had previously sold at \$3 declined as low as 70 cents per head. This condition of affairs has continued until recently, the number of sheep in the Territory decreasing each year, until at the present time there are probably not over 65 per cent. of the number in the Territory in 1893. The sheep men who were in debt in 1893 have most of them succumbed to the press of circumstances and been forced out of the business. Those who had their property free at that time have some of them been forced into debt since to keep up running expenses on their sheep; all have suffered most grievously.

So far as the sheep of Arizona are

tion these ranches can be fenced and the sheep turned loose in these inclosures, thus doing away with a large part of the expenditure in herding the sheep on the open range and doing away with a large part of the loss incident to straying and death by wild animals and other causes brought about by the conditions of this country. Therefore, if it is thought desirable that this vast western country shall be utilized, that a part of our great population shall devote itself to the sheep industry, that the United States shall produce its own wool and manufacture its own clothing, the only way it can be done under present conditions is by an ample protective tariff. The sheep of the United States have decreased during the last four years from 12,000,000 to 15,000,000 head; there being now about 55,000,000 head. The annual wool product of the United States has decreased about 100,000,000 pounds. The imports of foreign wools and woolen goods have correspondingly increased.

Unless ample protection be now given, the sheep and wool industry of the United States, and the manufacturing of woolen goods will soon be but memories.

**ARIZONA PINE LUMBER.**  
At an elevation of between 6500 and 8000 feet above the level of the sea is situated the vast pine timber belt of Arizona, not less than 10,000 square miles in extent. The quality of this timber is such as to render it available for all purposes where great length is not required. It is of the soft, yellow variety, and grows sparsely upon the mountain sides, not often reaching a diameter greater than twenty inches. Its manufacture into various timber products is extensively carried on around Flagstaff, perhaps to the greatest extent by the Arizona Lumber and Timber Company. The latter institution carries on the business upon a large scale, cutting 85,000 feet per day, and converting a large part of it into complete side products,

which will stand the weight of the stone in a column over a mile high without crushing. It was used in the Oregonian building, Portland, Or. The building is nine stories high, with a corner tower sixty-three feet higher than the main building. Arizona stone was used for the first three stories of both buildings and tower in 1891, and is in perfect condition today. The inability to withstand the severe cold of winter in many building stones is owing to the large per cent. of water absorbed. The average absorption of sandstone is from 3 to 13 per cent. of the bulk of the stone. Arizona sandstone absorbs 3.5 per cent. of moisture, which places it among the very best of sandstones. Ohio sandstones (with a national reputation) absorb 1.3 per cent. of moisture, nearly twice as much. The quarries at Flagstaff (elevation, 6900 feet.) are left with exposed face without harm from this winter, where the temperature sometimes falls to 15 deg. below zero, freezing and thawing many times during the winter. The exposed ledges near the quarries are in good condition, and retain the brightness of color after an exposure of ages. While color is a matter of taste alone, the fact that the brown-stones have always been the most popular of all building stones presupposes a reason. A dark stone gives a building a gloomy or somber appearance. The lighter grays or buffs do not give the appearance of massiveness and stability suitable to a stone structure. The brown-stones alone give the desired effect. The brown-stones also work very well in combination with brick, giving both contrast and harmony, which is very desirable. The Arizona sandstone is a very bright and peculiar shade of brown. It is warm

world's one wonder that does not disappoint. It is to take apartments at the Grand Cañon Hotel of Flagstaff, and proceed thence by the justly celebrated stage line which runs in connection. The hotel is managed by O. Le Barron, proprietor, who has for many years been well-known as an accommodating and well-informed authority on how to see the sights of the Grand Cañon. The hotel is a commodious brick and stone structure, centrally located, and furnished throughout with all the luxury and comfort usually found in a first-class hotel. The rooms are large, the dining-room service exceptionally good, and the parlors ample and well-fitted. The house does all of the tourist business, and a very large share of commercial trade of the city, the year round. One hundred and fifty guests can easily be taken care of at a time in the house.

**MOSAIC AGE HIGHLY LITERARY**

Moses could have written the Israelitish Law. At first the Tel el-Amarna tablets were declared to be forgeries and Renan gave assent to the "critical" skepticism on the subject in his annual address on oriental discovery, says the Contemporary Review. Very soon, however, the most stout-hearted champion of illiteracy of the ancient east was obliged to yield, and the "critics" were forced to admit that on this point, at all events, they had been in the wrong. But it was with a bad grace that the admission was made, for it did not require much penetration to see that the discovery deprived them of what I may term their base of operations. Just as Wolf's skepticism in regard to the age and authorship of the Pentateuch was that neither Moses nor his contemporaries could read or write. The Tel el-Amarna tablets have come to upset this supposed fact and to show that the Mosaic age was a highly literary one. It is amusing to watch the undisguised reluctance with which the "critics" have swallowed the unpleasant fact that, after all, Moses could have written the Israelitish law.

**Electricity on the Canals.**  
Americans have good grounds for thinking, as they do, that they have evolved in the system which has been adopted for the Erie Canal the best method of propelling canal boats electrically yet known. In this method, it will be remembered, the motor travels on a cable running along the tow-path, and it is under the control of a man seated upon it. While in speed attained, and general efficiency, this mode of canal-boat propulsion is far ahead of the best European developments, some experiments in this direction, which are reported as having taken place on the Bourgogne Canal in France, are not without interest. Two methods were tried, one of which was called the "rudder motor." The motor was contained in a light, detachable metal box, forming part of the boat's helm, and working a screw attached to the shaft running at about 200 revolutions a minute. The entire



TERRITORIAL HOME OF THE INSANE

ouist, mounted complete, weighed about 1800 pounds. In the second method, there was employed a three-wheeled electric motor car running on the bank, and towing the boats along the usual way by means of a rope. A motorman was carried on the car, which weighed about two tons. Current in both cases was conveyed to the motors from an overhead wire. Both systems gave a speed of about two and one-half miles an hour in towing single barges, and the motor car towed three barges in a string, weighing 418 tons, at a speed of one and one-fourth miles an hour. In reporting on these results, a government commission expressed itself as pleased with the ready way in which the barges equipped with the rudder motors answered their helm, and also stated that the towing car ran perfectly well on the bank without excessive side strain. On the whole, the preference was given to the latter method, although the fact that it required the services of an attendant who would be of no use on the barge, was regarded as a decided disadvantage. No trouble was experienced with the canal banks from any wash of the rudder motor, and its use leaves the bank free for a decided advantage. It was stated that the towing car ran perfectly well on the bank without excessive side strain. On the whole, the preference was given to the latter method, although the fact that it required the services of an attendant who would be of no use on the barge, was regarded as a decided disadvantage. No trouble was experienced with the canal banks from any wash of the rudder motor, and its use leaves the bank free for a decided advantage. It was stated that the towing car ran perfectly well on the bank without excessive side strain. 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## AMUSEMENTS—

**LOS ANGELES THEATRE**  
**ONE WEEK COMMENCING**  
**James A. Herne**  
 AS UNCLE NATHANIEL  
 HIS ORIGINAL ROLE IN **SHORE ACRES**  
 Seats now on sale. Secure them Early. Tel. Main 70.

**ORPHEUM**  
 Commencing Monday, March 15, **AN ENTIRE NEW BILL**  
 A. L. GUILLE, Late Principal Tenor of Patti Opera Co.  
 Miss JULIA COTTE, Soprano; Signor ABRAMO, Bass; Barnes and Sisson, T. E. RENFOS, P. K. MATUS; Howard and St. Clair; Titenia; Briseno; Poli Turner; Panzer. Prices never changing. Evening: Reserved seats 25c and 50c; Gallery 10c. Regular Matinee Wednesday, Saturday and Sunday to any part of house; Children, any seat, 10c; Gallery 5c. Tel. Main 1447.

**BURBANK THEATRE**  
**ONE WEEK COMMENCING**  
**MR. HARRY CORSON CLARKE**  
 His great character role of Jack Maguire in **"A MATRIMONIAL MAZE"**  
 Tuesday night Royal Arcanum night; every body goes. Seats now on sale. Prices 10c, 25c, 50c. Matinee prices 10c and 25c. Box office open from 9:30 a. m. until 9:30 p. m. Visitors.

**STRICT FARM—SOUTH PASADENA**  
 SIXTY GIGANTIC BIRDS—TWENTY OSTRICH CHICKENS.  
 BOAS, CAPES AND TIPS AT PRODUCERS PRICES.  
 Appropriate California Souvenirs and Presents.  
 Take Pasadena Electric Cars.

**MISCELLANEOUS—**  
**CARBONS**  
 "Every Picture a Work of Art."  
 Visitors to Southern California should not miss the opportunity to have photographs made under the most favorable condition of atmosphere in the world.

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 Opposite Los Angeles Theatre and Hollenbeck Hotel.

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 and ASSAYERS. Largest and Most Complete Establishment in Southern California and 35 Years' Experience.  
 Metallurgical Tests Made, including Chlorination, Cyanide and Electro-Cyanide Processes. Mill Tests from 50 lbs. to 100 tons. Mining Experts, Consulting Metallurgists and Promoters; San Francisco Prices Paid for Gold and Silver in any form. WM. T. SMITH & CO. OFFICE—ROOM 8, 128 N. MAIN ST.

**FREE EXHIBITION—**  
**Chinese and Japanese Curios.**  
 WING HING WO CO., Importers, 328 South Spring St., have just received from the Orient a great variety of beautiful, useful and interesting art goods and curios, suitable for souvenirs and anniversary presents, and invite inspection. Everybody welcome to handle and examine the many curious things as much as they may desire and without feeling under any obligation to purchase.

**EL SINORE HOT SPRINGS**  
 SANTA FE EXCURSION  
 Every day to this FAMOUS RESORT. For information apply to Southern California Railroad office, 322 South Spring, or address C. S. TRAPLACEN, Manager of Hotel, Elsinore.

**THE BEAUTIFUL HOTEL ARCADIA, Santa Monica.**  
 Is Reopened For The Season.  
 A full Orchestra in attendance. Hot and cold Salt Water Baths.

**LOS ANGELES BICYCLE CO.**—O. B. BRADFORD, Mgr.  
 Wholesale and Retail. Agents Wanted. Write us for price on sample wheel.  
**REDONDO CARNATIONS**—AND CHOICE ROSES: CUT FLOWERS and Floral designs. R. F. COLLINS, 305 S. Broadway, same side City Hall. Tel. 112. Flowers packed for shipping.

**INGLESIDE FLORAL COMPANY**, The choicest variety of flowers. Ingleside Carnations.—F. Edward Gray, Tel. Red 1072.

**BLANCHARD-FITZGERALD MUSIC CO.** Everything in Music.

**The Morning's News in the Times**  
 IN BRIEF.

The City—Pages 9, 11, 12, 13, 14, 16.  
 Conductor Maurice fell from a moving car and was killed. ... Stranger passing a bogus bill at the Orpheum. ... Funeral of K. H. Wade. ... Booth-Tucker's first visit to Los Angeles. ... Death of C. W. Davis, the architect, at Gardena.

**Southern California—Page 15.**  
 Townsite and postoffice for Virginia Dale. ... Boom at Rialto. ... Work for the unemployed at Santa Barbara. ... Probable reorganization of the Pasadena and Los Angeles Electric Railway. ... Sites offered for the new Normal School at San Diego.

**General Eastern—Pages 7, 8, 13.**  
 Extra session of Congress meets today. ... Tariff bill to be ready for introduction this afternoon. ... Five railroad men discharged for sampling Grover Cleveland's wines. ... How President McKinley spent Sunday. ... The Mississippi River flood. ... Sensational suicide at St. Joseph, Mo. ... Mass-meeting for amelioration of American seamen. ... Arrangements for the dedication of the Grant monument at New York. ... A fatal whirlwind in Ohio. ... Tragic sequel of a burglary at Birmingham, Ala. ... Death of a Democratic State Senator improves Hunter's chances to be United States Senator from Kentucky. ... Big fire at Elkins, W. Va. ... Fate of Pearl Bryan's murderers.

**Weather Forecast.**  
**SAN FRANCISCO**, March 14.—For Southern California: Fair Monday; warmer early Monday morning; light northerly winds.

**MISSING WARSHIPS.**  
 No News in Good News from the Columbia and Puritan.

**WASHINGTON**, March 14.—No news of the U. S. Columbia and Puritan was received by the Navy Department today, but notwithstanding alarming rumors as to the safety of the big monitor Puritan, the officials of the Navy Department are under no apprehension as to the safety of either the monitor or her convoy. It is said that the orders given to Capt. Sands of the Columbia when he left Hampton Roads to go to the assistance of the disabled Puritan, were elastic, and he may exercise his discretion in shaping his course. The Puritan is almost as big as the Columbia, and the latter could not tow her fast. Under the most favorable circumstances at sea, five or six knots would be as much

speed as could be expected, and provided that all went well, and there were no broken towing bits of hawsers, such as might be expected to result from such an unwieldy tow, the vessel could not have reached Hampton Roads before yesterday afternoon. Not hearing from them, however, the department officials concluded that Capt. Sands had gone on directly to the destination of the Puritan, as she is under orders to try the new dry docks there at the earliest opportunity. If this is the case, the vessel could scarcely reach New York before tomorrow afternoon, even in fair weather. Meanwhile, it is said that it is not a matter of surprise that the vessel has not been spoken by some ships coming in at Hampton Roads, for it is the practice of naval commanders to keep out to sea further than merchant ships coming up the South Atlantic Coast, and so they would not be sighted.

**MILLIONS for a Bridge.**  
**MONTREAL**, March 14.—The Quebec government has granted \$700,000 toward the erection of a bridge across the St. Lawrence river opposite Quebec. The bridge is to cost \$6,000,000. The Dominion government is expected to grant at least \$1,000,000 toward the structure.

**A Murder Mystery.**  
**WHITBY** (Ont.), March 14.—Mrs. Nellie Hart, living near the depot, was found dead in her home last night, her head beaten to a pulp. There is no clue to the murderer.

**At New York Hotels.**  
**NEW YORK**, March 14.—[Special Dispatch.] Mrs. R. J. Widney of Los Angeles and her daughter, of Santa Barbara, are at the Hoffman.

**THE DIAMOND JUBILEE.**  
 THE PROGRAMME EMBARRASSES THE WAR OFFICE.

**More Troops Will Be in London Than Can Be Conveniently Cared for—The Cockneys Will Witness Some Novel Sightings.**

[BY THE TIMES' SPECIAL WIRE.]  
**LONDON**, March 14.—[Special Dispatch.] The British War Office will have to put about 20,000 troops in the streets of London June 22, the day when Queen Victoria will proceed from Buckingham Palace to St. Paul's Cathedral to offer up thanks to God for enabling her to beat the record in royal reigns. If the original programme had been adhered to, 10,000 men would have sufficed, and the War Office could have managed that on its head, so to speak. Now it is nearly off its head at the prospect of what is regarded as the biggest military display since the Crimean war, over forty years ago. There are no barracks accommodations in London for more than the normal garrison, and 20,000 additional troops cannot, it seems, be quartered in garrison towns within easy distance of the metropolis, because the railway managers say they will have quite enough to do on the great day bring the hundreds of thousands of sightseers safely to town and back again. The soldiers therefore, to all appearances, will have to camp in the parks, which will be a novel sight for the cockneys.

There is not the slightest doubt that the display next June will be the grandest and largest ever seen in London. The royal procession itself will probably be a mile long, and the array of princes and princesses in it will exceed the jubilee show in number and gorgeousness. Physicians and courtiers are already shaking their heads, predicting all sorts of evils likely to result to the aged sovereign from the prodigious strain such an undertaking will involve. Various curious and ingenious arrangements are being made to save her needless fatigue, including specially-designed revolving spring seats in the carriage, by means of which she will be able to bow from side to side to the multitude with the minimum of exertion and the maximum of comfort.

The members of the enterprising syndicate who bought up a thousand shop windows along the route of the procession have already made over 100 per cent. profit, which, however, they have made no attempt to realize as yet. The Telegraph declares a well-known millionaire has just offered over \$5000 for the use on jubilee day of three small windows belonging to a weekly newspaper.

**THE THUNDERER'S LOGIC.**  
 Comments on the McKinley Tariff and Money Politics.  
 [BY ASSOCIATED PRESS WIRE.]

**LONDON**, March 15.—The Times this morning prints nearly a page of what purports to be the new McKinley tariff schedule, and commenting editorially on them, says: "A cursory glance is enough to show that a long backward stride is being made in the direction of protectionism. In whatever way the matter may be settled it will involve serious disturbance and derangement of business for British exporters, as well as the loss of a considerable amount of money to the Treasury. The tariff is a formidable obstacle to the realization of bimetallic dreams."

**LOOKS SUSPICIOUS.**  
 Germany Landing Munitions of War in Africa.  
 [BY ASSOCIATED PRESS WIRE.]

**LONDON**, March 15.—The Daily Mail's Cape Town correspondent states that Germany has lately landed large shipments of munitions of war at Walvisch Bay, a circumstance which causes suspicion. The Transvaal is also arming steadily, the shipment of ammunition, guns and military supplies from France alone amounting to 300 tons monthly. All are being lodged at important strategic points.

**More Tally for Bayard.**  
**LONDON**, March 14.—Today was Mr. Bayard's last Sunday in London, and he attended services at St. Paul's Cathedral. Archbishop Sinclair, in his sermon, made several allusive and satirical references to the Ambassador, and said it was not unfitting, even in such a place, to offer heartfelt acknowledgments to Bayard's powerful contribution to the peace of the world.

## NEAR THE END

The Legislature Will Soon Adjourn.

Last Week of the Session of Many Scandals.

Coyote Scalp Bill May Not Pass the Senate.

Many Legislators Going to Carson to See the Big Fight—Burglars Raid the Rooms of John C. Wray and A. M. Austin.

[BY THE TIMES' SPECIAL WIRE.]  
**SACRAMENTO**, March 14.—[Special Dispatch.] The closing week of the thirty-second session of the California Legislature opens tomorrow. The County Government Bill, the Coyote Scalp Bill, the bill taxing foreign insurance companies and other important measures remain to be passed. The Coyote Scalp Bill is booked for the hardest fight of all in the Senate. There is no question that the raw work of the lobbyists in the Assembly has endangered its safety, but as for an investigation of the alleged bribery, there is no talk of one to be had.

Senator Andrus says his bill allowing irrigation districts to disorganize will probably become a law. It is on third reading on the Senate special file in the Assembly and has been amended to remove its "dangerous features," as Assemblyman Lindenberg calls them. Irrigation districts may now disorganize under certain conditions, providing they have no outstanding bonds.

Senator Andrus has been formally notified of his selection as president of the Pacific Coast Jockey Club. He is very popular and is being congratulated right and left.

Four bills relating to a system of roads and highways for California will probably pass the Senate and be signed by the Governor. A test vote on the first one on Saturday was carried by only one majority after a call of the House. Senator Bulla practically saved the day for these bills. Notice of reconsideration was given, but the friends of the measure are hopeful of winning out. Commissioner Maude says the bills are very satisfactory and will do much to give the State the good roads it has long needed.

Four bills fathered in the Senate by Wolfe, and in the House by Polhmann, both of San Francisco, are being quietly urged to final passage. At present bottlers in San Francisco pay 4 per cent. for each bottle with a name, trademark, or insignia blown in it. Junkmen purchase these old bottles for 2 cents and resell them for 4 cents to anybody who may choose to buy, irrespective of trademarks. These bills will amend the code to make such traffic a felony, and it is believed a big saving, both directly and indirectly, will be made for beer, soda, wine and other bottling companies.

State Printer Johnston's bookkeeper, K. Hadley, was examined today by the joint committee investigating printing office affairs, but nothing of any great importance was developed. The majority report of the committee will find the Governor's charges against Johnston unfounded, and will whitewash his office. Caminetti and Sewell, it is understood, will make a minority report finding the office loosely conducted, and making a number of recommendations.

The Assembly committee investigating the Examiner's charges relative to Caminetti's Assembly Bill, No. 273, will report this week. Their findings will undoubtedly be unanimous and against that sheet. A new feature of this exploded sensation is the disclosure that Sammy Braunhart, a San Francisco Senator, was probably the first to disseminate the story of money being used in connection with this bill, and he will be called before the Senate committee to make a statement. Braunhart is a good deal of a talker, and one of the statements he let fall in the lobby of the Golden Eagle Hotel the other night was that he never paid poll tax in his life.

The hotel lobbies are full of people tonight, and the main topic of discussion is the Corbett-Fitzsimmons fight. While the betting favors Corbett, there is a strong under-current of sentiment setting in for the other man. There will be a great exodus from here, including many legislators.

John C. Wray, a well-known Ventura newspaper man, formerly of Los Angeles, was robbed last night of a new suit of clothes and \$45 in money. His room was entered between 11 o'clock at night and 6 o'clock this morning by some unknown parties, who are supposed to have committed the four other robberies also reported to the police this morning. A. M. Austin of Los Angeles was also robbed. Two blocks below where Wray rooms, a young man named Wattell was gagged and chloroformed and robbed of his valuables. A house on O street was robbed of \$600 in money and jewelry. Chief of Police Drew says never were so many crooks in one town as at present, and he attributes this fact to the influx of strangers bound for the Carson fight.

George L. Arnold of Los Angeles, a member of the State Board of Equalization, is in the city.

**Millions for a Bridge.**  
**MONTREAL**, March 14.—The Quebec government has granted \$700,000 toward the erection of a bridge across the St. Lawrence river opposite Quebec. The bridge is to cost \$6,000,000. The Dominion government is expected to grant at least \$1,000,000 toward the structure.

**A Murder Mystery.**  
**WHITBY** (Ont.), March 14.—Mrs. Nellie Hart, living near the depot, was found dead in her home last night, her head beaten to a pulp. There is no clue to the murderer.

**At New York Hotels.**  
**NEW YORK**, March 14.—[Special Dispatch.] Mrs. R. J. Widney of Los Angeles and her daughter, of Santa Barbara, are at the Hoffman.

**THE DIAMOND JUBILEE.**  
 THE PROGRAMME EMBARRASSES THE WAR OFFICE.

**More Troops Will Be in London Than Can Be Conveniently Cared for—The Cockneys Will Witness Some Novel Sightings.**

[BY THE TIMES' SPECIAL WIRE.]  
**LONDON**, March 14.—[Special Dispatch.] Speaker Reed tonight said he would appoint only three committees at the opening of Congress, Ways and Means, Rules, and Mileage.

"After a revenue bill is passed," said the Speaker, "I can not say what will be done. It is not at all certain that the standing committees will be appointed. In fact, I do not know myself what will be done after the house passes the tariff bill, but the first duty is to enact this bill."

**EXTRA SESSION.**  
 It Promises to Be Stormy and of Indefinite Scope.

[BY ASSOCIATED PRESS WIRE.]  
**WASHINGTON**, March 14.—The Fifty-fifth Congress meets in extraordinary session tomorrow at noon, in pursuance of President McKinley's proclamation. The work before it—the passage of a tariff bill—is pretty well cut out in advance, but the indications are that it will be a stormy session, and its length and scope as yet are mere matters of speculation.

The present Secretary of State, Mr. Sherman, remarked several years ago on a memorable occasion in the Senate, that the President, like Aladdin, could rub the lamp and cause the genie to appear, but that once they had appeared, they were masters of their own destiny. So that Congress, once in session, may go much farther or not, so far as the President may wish.

So far as the House, which will be organized tomorrow, is concerned, the present determination of the leaders is to direct the energies of the lower branch to accomplish the task with all expedition, and throw all responsibility for any complications which may arise out of delays in the Senate, upon that body. This was made manifest by Speaker Reed's speech at the Capitol, when he said that the House would be ready to receive the bill when it reaches the Senate. When the bill reaches that body by a programme of three days recess, remains to be seen, but it is likely that the Speaker, for the present at least, will refrain from appointing any save the usual committees necessary for the transaction of business on hand. This will prove an effective check upon the passage of any bill of general bills, as the rules of the House are such that such legislation must come through the agencies of committees. But even this, which has been necessary, as the Committee on Rules can be invoked for special orders. And it is by means of special orders that the appropriation bill, which failed to receive Mr. Cleveland's approval, is to be put through at the extraordinary session. Consideration in committee will involve more delay and result, besides, in almost interminable debate in the House, as is the peculiar character of a new House to use every opportunity to talk. Mr. Cannon, the chairman of the Appropriations Committee, says the bills, as they went to Cleveland, are all right, and he favors their speedy passage. Without the formality of putting them through the regular channels, this will be the plan followed, and all the time before the actual debate on the tariff begins will be devoted to the appropriation bills.

The new tariff bill, upon which Republican members of the Ways and Means committee have been working laboriously for three months, is complete, and will be formally introduced tomorrow. It will then be printed and distributed to the members of the House, and will probably be introduced tomorrow. It is not expected that it will require more than three or four days at most, although the Democrats and probably will protest vigorously against such expedition. At any rate the House leaders hope to enter upon the consideration of the bill in the House before the end of the week. Some of them fix Thursday as the day on which the debate will probably commence. Although the limits of the debate have not yet been decided upon, the prevailing opinion is that it will not last over ten days. Night sessions will, of course, be held throughout the period, and the House will give the new members an opportunity to make speeches, to the benefit of their constituents.

Unexpected hitch occurs in the new tariff bill may be sent to the Senate a week from next Saturday, or a fortnight after the session opens. The organization of the House tomorrow will be a perfunctory performance, will no doubt attract a large audience. The new House will be called to order by the clerk, A. J. McDowell of Pennsylvania; the roll will be called, after which the candidates of the several parties for Speaker will be placed in nomination, and the result of the vote will determine the alignment of the new House. There are 206 Republicans, 122 Democrats, and 29 fusion, silverite and Populist representatives in the new House. The percentage of new members is unusually large. There are 148 new members. Of these 132 have never served in Congress before, and thirteen were elected prior to the Fifty-fourth Congress.

After the organization a committee will be appointed to wait upon the President, and inform him that the House is ready for business. Pending the appearance of the President's message, the biennial seat-drawing will occur. This is a way in which the House has an amusing proceeding, and the feature of the first day.

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Senator Davis, chairman of the Committee on Foreign Relations, said he would force the question of ratification to a speedy determination as would be possible to do. The treaty will be considered in executive session. There will be considerable opposition to it, even in its amended form, but the friends of the treaty are confident that it will not be exceeding twenty opposing votes when the final result is announced.

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**THE DINGLEY BILL.**  
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[BY ASSOCIATED PRESS WIRE.]  
**WASHINGTON**, March 14.—The final work upon the tariff bill occupied the time of the Republicans' members of the Ways and Means Committee today, and tonight they assembled for their last conference. Chairman Dingley said the bill would be finished at this meeting, but that it might be necessary for the committee to work all night to accomplish its task. As soon as the committee's draft of the bill has been completed it will be sent to the Government Printing Office and a force of picked men will be put to work upon it, so that it may be presented to the House by 3 o'clock in the afternoon. It is possible changes may be made in some of the most important schedules even at this late hour, particularly the wool schedule, over which there are differences of opinion in the committee.

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## LV CONGRESS.

Meets Today in Extra Session.

Indications Are That It Will Be a Stormy One.

Its Scope and Length Are Matters of Speculation.

The First Duty is to Pass a Revenue Bill—Other Bills May Follow Speaker Reed Will Appoint Only Three Committees.

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The corridors of the Cochrane Hotel, where the tariff-makers have an office, are swarming tomorrow with men, wool manufacturers and representatives of other interests, and great pressure has been brought to bear to change the various features of the bill changed before it is given to the House.

Chairman Dingley said tonight that it had not been decided how much time would be allowed for the debate in the House. Every week of talk, he remarked, would cost the country hundreds of millions in revenue through importations. While the tariff is in the country under the existing tariff.

**TREASURY POSITIONS.**  
 No Nominations Will Be Made This Week.

[BY ASSOCIATED PRESS WIRE.]  
**WASHINGTON**, March 14.—Contrary to expectations there will be no nominations sent to the Senate for important places in the Treasury Department for some time. Secretary Gage, it is believed, has made up his mind as to two of the assistant secretarieships, but he has announced that no nominations will be sent to the Senate for a week or so. Assistant Secretary Hamlin informed Mr. Gage some days ago that he was ready to send in his resignation at any time. Mr. Gage requested him to remain for two or three weeks. This offer was accepted. The two most prominent candidates for the offices of assistant secretary are W. B. Howell, for several years assistant to the Secretary, having charge of the customs matters, and Mr. Spaulding, who served as Assistant Secretary during the Harrison administration. For the chief clerkship there are two candidates who seem to be in the lead, Mr. Wallace Hills, an old employee, and at present the assistant chief clerk, and Maj. Brackett, who served as chief during the Harrison administration.

**THE PRESIDENT'S SUNDAY.**  
 McKinley Went to Church and Visited a Sick Friend.

[BY ASSOCIATED PRESS WIRE.]  
**WASHINGTON**, March 14.—President McKinley, with Secretary Porter and Mr. and Mrs. Abner McKinley, attended divine services at the Metropolitan Methodist Church this morning. Owing to the bad weather and the possibility that the President might not come to church there was less of a crowd gathered about the doors than last Sunday and few remained to see him depart. Secretary Gage also was present. Mrs. McKinley sent a bunch of Easter lilies, carnations and ferns from the White House. Conservatory which were placed on the reading desk. Bishop Hurst and Rev. Dr. Cramer conducted the opening services and Rev. Johnson, pastor



considerable disgust showing in his face, and remarked: "Will it beat him? Of course I will beat him. I tell you one thing right now, and that is unless I force the fighting on Corbett he will not be able to lick me anywhere inside of six hours. I am going to beat him just as sure as there is a fight on March 17. I never have any doubt on that score, and you will see that I do not over-rate myself and not under-rate Corbett."

**MADDEN'S OPINION.**  
At the conclusion of his interview with Fitzsimmons, Madden said that he considered the red-haired fighter to be in the best possible condition.

"I have seen him in training many times," said Madden, "and I have been in several of his fights. I never saw him looking as well as he does now, and if he is defeated, I do not think he can claim anything on the score of the lack of training." After falling to make a match between Fitzsimmons and Goddard, Madden proposed that Steiner go against O'Donnell. Fitzsimmons declared this match could not be considered because Steiner is to fight Jeffries in San Francisco next month. Madden then made a third proposal, it being that Hickey fight O'Donnell.

"He is much too large a man for me," said Hickey, "and I do not think that we could make a very good match." While the three were talking, Al Smith, who is the stakeholder of the fight, drove up. He was greeted cordially by Fitzsimmons, who the latter entered the house for refreshments.

"You're looking well, Fitz," said Smith, "and I am glad to see you in the best of shape, and anybody that tells you otherwise is just a fool. This should be a fight without any excuses on the part of the loser."

Smith and Madden made but a brief call, and after their departure Fitzsimmons spent the balance of the afternoon riding with his wife.

After returning to the city Smith was asked for his opinion regarding Fitzsimmons. He said:

"I consider him in good shape. He is in good spirits. His face is a trifle thin because of the hard work he has done in his training, but I think, generally speaking, judging from what I saw of him, he is in very good condition. I did not see him stripped, nor did I see him in any of his boxing clothes, so I am not able to express forcible opinions concerning Fitzsimmons. As I did yesterday concerning Corbett, we did not discuss the merits of the fight. I merely talked with him in a general way, and smoked a cigar with him. He invited me to come out tomorrow and I shall go. In my opinion, Corbett is a very dangerous man in a fight, and no contest in which he is engaged can be a foregone conclusion, no matter who is the other party."

Smith said that the ruling of Siler, giving the men the right to strike with one arm free and in the break-aways, will probably make it a very close fight. He considered the ruling as being distinctly to the advantage of Fitzsimmons, who is particularly strong with his jab. "I will be mixing close fighting, and if he attempts to stand off and box he will have no show whatever."

Speaking of Corbett, Mr. Smith said: "When I saw him stripped his muscles were like sandow's and I do not think any other man could work as he did Saturday for three hours and show no distress. He seemed as good as when he finished as when he began his exercise."

**AT CORBETT'S CAMP.**  
Trainer White made several radical changes in Corbett's training today. The ten-mile run was replaced by a short walk, and the champion took a fifteen-minute walk around his quarters. About 10 o'clock he began the work of the day. White having decided that the afternoon shall be given up to short walks and rest, the champion went at the wrist machine first, giving it about fifteen minutes' attention, and then spent twenty minutes punching the bag. Corbett, who is in excellent weather, a good-sized crowd managed to reach the springs before the training began, and shivered in the raw air for the two hours the exhibition lasted.

White allowed but three games of handball, and as Corbett and "Brother Joe" succeeded in taking the three straight from their opponents, the champion went on to the next game, which was a substitute for the champion took a fifteen-minute walk around his quarters. About 10 o'clock he began the work of the day. White having decided that the afternoon shall be given up to short walks and rest, the champion went at the wrist machine first, giving it about fifteen minutes' attention, and then spent twenty minutes punching the bag. Corbett, who is in excellent weather, a good-sized crowd managed to reach the springs before the training began, and shivered in the raw air for the two hours the exhibition lasted.

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delicacy, C. G. Young carried off the honors as winner and Mansfield made a good second.

#### FEMALE SCORCHERS.

**Will Engage in a Six-day Race in Chicago.**

(BY ASSOCIATED PRESS WIRE.)  
CHICAGO, March 14.—Arrangements are complete for the woman's six-day bicycle race, which is to start tomorrow. It will be the largest race for women ever held at any place. The track is a ten-lap affair, the first ten-lap track the women have ever ridden. The race will be in two squads, the afternoon squad from 2:30 to 4:30, the night squad from 8:15 to 10:15. The following are the entries: Haldwin, San Francisco; Vine, Syracuse; Keys, Rochester; Vine, Syracuse; La Blanco, Toledo; Hussey, Columbus; Farnsworth, Casca, and Gable, Fiering, Raymond, Berry, Haskell, Kowalski, Peterson, Day and Bartley, Chicago.

#### L. A. W. BREAKING UP.

**NORTH CALIFORNIA DIVISION GOING TO PIECES.**

**Membership Will Be Allowed to Lap April 1, and a New League Proposed.**

(BY ASSOCIATED PRESS WIRE.)  
SAN FRANCISCO, March 14.—It is very probable that the North California division of the League of American Wheelmen will go out of existence. That fact was made evident at a meeting last night of the division board of officers.

The meeting was called chiefly to receive reports of Messrs. Kerrigan and Welch, delegates to the national assembly, and the seriousness of the discussion caused by the action of the assembly in treating California's requests so disdainfully, had the effect of calling out a large and very representative attendance.

Mr. Welch opened the proceedings by reading a very exhaustive report on the situation, urging a divorce from the cycle racing interests from the control of the L.A.W. He advocated different measures to afford relief and suggested the California Associated Cycling Clubs as the best means. He spoke at some length after presenting his report, and created a mild sensation when he stated that he would allow his membership in the L.A.W. to lapse on the 1st of April. Said he: "I represent the Bay City Wheelmen on this board, and I have to inform you, gentlemen, that on the 1st of April this club will be composed of 156 members, will fall to renew their membership in the League of American Wheelmen."

Chief Consul Kerrigan followed this sensation with another, when he announced that on March 26 he would resign from the executive office of the division, and on April 1 from the league proper.

J. S. Egan stated that the Imperial Club, having fifty-two league members, would also allow its membership to lapse on April 1, while George Stratton informed the meeting that the Olympic Club wheelmen would do likewise.

Henry F. Wynne, of the California Cycling Club, and Vice-consul of the division, said his club would follow suit, and expressed the opinion that the North California division is on its last legs.

After adjournment an informal discussion was held during which a plan of action was practically decided. The meeting of the association for the California Associated Cycling Clubs absorb the North California division, as it were, and assume control of all matters now handled by the division. In addition to the club membership, it is intended to include individual memberships throughout the State and furnish all the advantages now furnished by the league.

Each club is to have three representatives upon the board of governors, as in the present constitution. The membership of each county outside the clubs, will organize and elect a delegate to the board.

President Swain has called a special meeting of the association for next Friday night to consider this question.

#### INDOOR CYCLING.

**Squabbling May Result in an Indefinite Postponement.**

(BY ASSOCIATED PRESS WIRE.)  
SAN FRANCISCO, March 14.—The squabble between the San Francisco Amusement Company and the management of the Velodrome, which in addition to the bicycle tournament has reached such proportions that there is a probability of an indefinite postponement of the affair.

Tomorrow the Velodrome Company will institute three suits. The first will be for an injunction against R. M. Welton, of the League of American Wheelmen to enjoin him from issuing a sanction to hold an indoor cycle meet. The second suit will be to enjoin the Velodrome Company from leasing the pavilion to the San Francisco Amusement Company. The third suit will be directed against J. D. Gibbs and J. J. Groom personally. It will be the case of the plaintiff, who also spent several hours at the champion's camp.

**MORE BAD WEATHER.**  
Carson weather was at its old tricks again last night and today, and bids fair to keep on doing so for some time. For at least twenty-four hours longer. In the early morning a large cloud sailed over the mountain tops, and let itself fall on Carson City, with the result of half an inch of rain, and bad, muddy roads. During the day several small snow squalls made their appearance, each adding somewhat to the saturated condition of the thoroughfares. The clouds are still hanging over the town and to all appearances there will be a further fall of snow tonight or tomorrow.

#### CHAMPION FLY-CASTER.

**Walter Mansfield Breaks the World Record.**

(BY ASSOCIATED PRESS WIRE.)  
SAN FRANCISCO, March 14.—Walter Mansfield broke the world's record at the San Francisco Fly-casting Club tournament this morning when he dropped his fly in the water of Stow Lake, 1034 feet from the shore where he stood. His rod weighed nine ounces and was ten feet long.

When the marker announced that Mansfield had passed the 100-foot mark, the world's record list then being 102 feet, there was a yell and a rush for the champion. He was seized, thrust up onto the shoulders of as many as could get hold of him, and amid cheers and congratulations was carried up and down the banks of the lake for several minutes.

Mansfield was also the victor in the contest for distance and accuracy. He earned a percentage of 94 in this trial and was closely followed by A. E. Lovatt and J. P. Babcock, who were awarded second and third places, respectively.

In the third contest for distance and accuracy, he was again the victor. He earned a percentage of 94 in this trial and was closely followed by A. E. Lovatt and J. P. Babcock, who were awarded second and third places, respectively.

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## BLOCKADE OF CRETE

**POWERS WILL NOT REPLY TO GREECE'S NOTE.**

**Ports of Crete Will Immediately Be Closed by Ships of the Foreign Fleets.**

#### RUSSIA INSPIRED THIS ACTION.

**SEVERAL GREEK PORTS ARE ALSO THREATENED.**

**Preparations for War are Pushed With Feverish Haste at Athens. Turkish Atrocities Resumed in Armenia.**

(BY ASSOCIATED PRESS WIRE.)

ROME, March 14.—It is officially announced here this afternoon that the result of the power parlous of the powers yesterday (Saturday) is a definite agreement not to reply to the Greek note but to issue orders to the foreign blockade to establish an immediate blockade of Cretan ports, which will probably go into full operation tomorrow.

This agreement is somewhat in the nature of a concerted action. France, Russia, and Germany, during the middle of last week, proposed with France seconding the proposition, another joint note to Greece, insisting on the withdrawal of the troops, instead of an immediate resort by the powers to force.

Russia's action was inspired, it is officially stated, by a certain sympathy for Greece, but so many objections were raised by each power in turn to the suggestion that the course has finally been agreed upon. It is thought the simplest way to carry out the threat made in the identical note will be the blockading of the Cretan ports, and the landing of foreign forces there, to insure the maintenance of the blockade. It is also thought that as to the note of Crete to later negotiations, this was the view of Russia at the outset.

#### SITUATION AT ATHENS.

**Preparations for War Being Hastened Right Along.**

(BY ASSOCIATED PRESS WIRE.)  
ATHENS, March 14, 6 p.m.—Everything remains in statu quo pending the action of the powers, but the Minister of War is hastening in every possible way the military preparations, precisely as if war was imminent.

Great uneasiness is caused by the strained situation on the frontier. Graver advices are reported from Larissa. A dispatch states that eighteen thousand troops have been concentrated near Ellasson. The Turks have formed two irregular battalions to guard the Thessalian passes, through which insurgent bands could enter Macedonia.

At Ellasson, reinforced yesterday, among the Greek troops on the frontier there is an increasing desire to conclusions with the Turks. A declaration of war is awaited with impatience in military circles at Larissa.

The Greek correspondents who were expelled from Cana have arrived at Smyrna, and are endeavoring to get them to leave because the Mussulmans threatened to dynamite the Greek consulate, where the correspondents were staying. The result is that the Greek correspondents are responsible for the burning of the Governor's palace and the murder of Col. Suleiman Bey.

The Greek royal decree summoned to the Cretan, insurrection. Unfortunately they do not seem adequately recognized at Athens. Humanitarian motives actuated the powers more than any other consideration, as has been shown by the action of the powers toward the Hellenic government.

The Greek note in reply to the powers' endeavors, in spite of the practical utility of the Cretan autonomy for Crete, to prove that annexation to Greece will alone end a state of anarchy. While consenting to recall her ships, Greece insists that the cooperation of her troops is necessary to maintain peace on the island, after which a plebiscite should decide the fate of Crete.

Such an attitude is unsatisfactory. The powers have expressed to Athens in sufficient terms the decision imposed by the Cretan situation. It is for Greece to conform. In refusing to do this, Greece gives clear proof that under pretext of assuring a condition of peace in Crete, she is really pursuing a policy of self-interest, namely, annexation by surprise. The powers are too unamiable to be so easily deceived.

The powers have resolved to maintain peace in the East to satisfaction. Friends of the Cretan cause are disappointed. They find themselves compelled, though much against their will, to have recourse to vigorous measures which they shrink from doing in the hope of peace. At the same time they will have in the reserves at their disposal a sure means of pacifying Crete without the cooperation of the Greek troops.

It is hoped that Greece, and are otherwise firmly resolved not to shrink from any measure of coercion necessary to maintain peace in Crete, thus exercising the power with which the Cretan political attitude threatens Europe.



## TWO BIG OIL WELLS.

ONE AT EACH END OF THE HOME DISTRICT.

Brave Deed of an Engineer at Friday Night's Fire—Oil Men Will Not Antagonize the Santa Fe. Comment and Notes.

During the week just closed several sales of oil have been made at prices ranging as high as \$1.67. Among the numerous sales, one of a few hundred barrels to the Capitol Milling Company at \$1.67 per barrel is said to have been negotiated. Edward North says that during the week 400 barrels at \$1.60 per barrel, at the well tanks. Mr. Alderson sold a few hundred barrels to the Traction Railway Company at \$1.60 per barrel. Other sales were made, ranging as low as \$1.45 per barrel.

Producers generally say they will be satisfied should oil range between \$1.25 and \$1.50 per barrel. They declare they are willing to live and let live. Those who have oil to sell are hunting buyers, and all of them have some excuse to offer for a prospective break in the market price. It is safe to say that contracts for large quantities can shortly be made at \$1.25 and probably spot cash will buy oil at that figure at the present time.

Oil men express some anxiety over the expressed determination of the Santa Fe Railway Company to return to the use of coal for fuel, owing to the present high price of oil. An effort will be made, the producers declare, to come to an understanding with that company. Owing to the Santa Fe having been tied up by contracts, it paid \$1 per barrel for oil during the long period that oil sold at from 35 cents to 70 cents per barrel in the local field, and the company now feels sore at what it believes to be an effort to clinch it beyond conditions that really exist in the field. A prominent oil man said to the Times oil reporter Saturday, "The Santa Fe has called us down and we must do something to hold its important business. That company probably thought that the oil men intended to continue to advance prices against it, but this is a mistake; we had no such intention. We appreciate that company's hard luck in the field and are willing to meet it half way. No, we do not want to be on unfriendly terms with the Santa Fe."

A few Los Angeles men are engaged in the development of oil in the vicinity of Fullerton. The Santa Fe is believed to be behind this work. The Union-avenue school building had a narrow escape from destruction by the fire of Friday night. The building is surrounded by oil wells and tall derricks and is already unsafe for school purposes. The site occupied by the building is valuable for oil development and the lots would sell for at least \$6500 for this purpose. Residents of this portion of the city are already inquiring if it would not be an act of wisdom for the city to sell the land, purchase a site safely outside the oil district and remove the building. Had the building burned Friday night, the public loss would have amounted to several thousand dollars, to say nothing of individual losses through the destruction of school books. This territory is new in oil development and the lots are of more value now than they will be at any time in the future. Within a year the wells surrounding the school grounds will have developed them of their present valuable petroleum deposits.

Mr. Turner, formerly treasurer of the Los Angeles Oil Exchange, says the present high price for fuel oil will prevail but a short time and expresses the belief that oil will drop back to from \$1 to \$1.25 per barrel at the well tanks within thirty days. In his language, "It is only a brief flurry in the market that is being overcome by increased production."

### OIL DEVELOPMENT.

Interest in local oil development is about equally divided between the eastern and western extensions of the Los Angeles field. There is still remarkable activity at both ends of the district.

The new Slocum Oil Company has met with flattering success in the first well drilled by it in Los Angeles. This company is headed by such representative local capitalists as Messrs. Graves, Hollman and Perry. Their new well in the eastern extension was tubed at a depth of a little over 840 feet, and promises to prove a very valuable property. The pump is now in operation and during the closing days of last week a product of nearly 150 barrels per day was pumped, and there is still a heavy pressure of oil. The indications point to a valuable deposit in this new territory. Well No. 1 of Maler & Zobein, across New Depot street, and a few feet south of that thoroughfare, is still pumping about forty barrels per day of high-grade fuel oil.

The Rex Oil Company is making preparations to drill several wells in this territory, and already has the derricks and machinery in place for early development. The Diamond Oil Company will also develop oil in this rich stratum. Work is still progressing in the Capitol Milling Company's new site, between Yale and Buena Vista streets, about 250 feet north of College street. As the depth increases oil indications grow brighter. This site is probably pretty well saturated with oil, yet a good well may be developed.

Martin & Dryden are prosecuting their development a few miles north-east of the eastern extension of the local field. A depth sufficient to determine what the earth contains at that point has not yet been reached.

It is said that Eudette Chandler is still prosecuting development in the Cudahy packing-house grounds, but the final result of his labors is still a matter of conjecture.

James Parker and a man named Fryck are exploiting on First street beyond the Baptist College. They have reached a depth of about 150 feet. A few drillers express their opinion that the work is being done too far north to "pick up the sand," while others claim that another oil field lies a few hundred feet north of the present developed Los Angeles district, and that it parallels the strata of the latter. A depth of 875 feet has been reached in the Los Angeles Railway Company's new well, at the northeast corner of Court and North Figueroa streets.

Satisfactory progress is being made in Davis's new well on Edgewood road at the former site of the Adams pumping plant. The drill has reached a depth of nearly six hundred feet. The drillers are nearing the tubing stage in Parker & Morrill's well on West State street, east of Lakeshore avenue.

Workmen are still busy at Beyer & East's new well on Lakeshore avenue. This firm owns several acres adjoining the Second-street Park grounds, and is exploring the property with wells along the eastern boundary. Thus far no wells have been drilled in the main body of the tract. The pump will soon be put in Fletcher & Daggett's new well, near the north-west corner of First street and Lakeshore avenue.

### WEST END WORK.

The fire of Friday night cast a gloom over the hitherto bright prospects of some of the developers in the western extension. Of the oil producers, Brookins & Atkins were the heaviest losers. Gas flames from a small "shack" used by drillers for changing their clothing caused an incident which rapidly spread to the oil tanks adjacent, resulting in a fierce conflagration. Gov-

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Every thought, word and action takes vitality from the blood; every nerve, muscle, bone, organ and tissue depends on the blood for its quality and condition.

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## Hood's Sarsaparilla

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Hood's Pills taken after dinner aid digestion.

Don't judge tea by its price. You can pay more than Schilling's Best costs and get poorer tea.

No; judge it by the way dealers give money back on tea as they do on Schilling's Best.

A Schilling & Company San Francisco

Merrill's dwelling and furniture were destroyed, only a portion of the household goods being saved. Brookins & Atkins lost a derrick, tank and 300 barrels of oil, together with a small pumping plant. The Rex Oil Company lost a tank, which had just been emptied, and two of its derricks were charred, one so badly that it may have to be rebuilt. Sloan & Leslie, drillers at the site for the Pasadena and Pacific Railway Company's new well, lost several hundred feet of cable, and sustained considerable damage to their derrick. The total loss is estimated at about \$8000.

The American Crude Oil Company had a narrow escape from a heavy loss, and had it not been for the bravery of W. E. Crumb, the company's engineer, and the fact that it had caused all of its sump holes to be covered, several oil tanks, three derricks, a large pumping plant and considerable oil would have gone up in the conflagration, which might have extended to the Union-avenue school buildings, but a few feet distant. In the battle with the flames Engineer Crumb climbed to the top of one of the company's tall derricks, extinguished an incipient blaze, and stood at his lofty post in a cloud of smoke and flame and beat off the approaching conflagration. His pants were burned from his body, but his daring work will not go unrewarded. Mr. Strausburg, secretary and manager of the company, will see that the brave and faithful employee is provided with a new suit of clothes.

The western extension has come to the front with a big producer. The Green well, situated just outside the northwest corner of the Union-avenue school grounds inclosure, has been producing 100 barrels of oil per day since it was opened about ten days ago.

Scott & Loftus have tubed their second well in the above locality. Their newest well is situated about two hundred feet south of the northeast corner of First street and Union avenue. Sand was reached at a depth of only 900 feet. This firm has been remarkably fortunate in its operations in this section of the Los Angeles field.

Van Cleave, Connel & Griffith have erected a derrick and will soon begin drilling operations in the western extension, near the Hedley wells. Mr. Van Cleave is new to the oil business, but owns wells at Temple and Park Place, and also near Toluca and West State streets.

In the western extension the furthest western derrick is that of O'Donnell & Whittier. Their drill is in operation, and the condition of the strata west of Quebec street, and north of Ocean View avenue, will soon be known. The Rex Oil Company is becoming conspicuous throughout the field, and the sight of one of its derricks alongside the farthest western exploitation causes no surprise, as it only shows the energy of that progressive company.

Parker & Morrill are having several new wells drilled in the western extension. Garbutt & Pitcher are opening new wells west of Burlington street. Mr. Garbutt is the moving spirit of the Loma Oil Company.

Sloan & Leslie are in a heavy flow of surface oil at the southeast corner of Ocean View and Burlington avenue. The sand has not been uncovered at a depth of 950 feet. Satisfactory progress is being made in the new Nelson well, in the rear of the Crawford property, at the northwest corner of Bonnie Brae street and Ocean View avenue.

A derrick has been erected just across Ocean View avenue from the above property, by the People's Oil Company. Drilling operation will begin this week. A. H. Hedley is preparing to do a little exploiting about a quarter of a mile west of the Baptist College. The drill will be started at the site of the new Rummel Oil Company's well this week. This property is about two hundred feet east of the southeast corner of Ohio and Court streets.

A derrick is being erected upon the Lamb property, south of Ocean View avenue, overlooking Westlake avenue. Just outside the 1000-foot oil ordinance limits. Drilling operations will be prosecuted within a few days.

**WHEN YOU CAN'T SLEEP** and your nerves are strained, take Anheuser-Busch's Malt-Nutrine—the food drink. It is soothing and strengthening. At all druggists.

**A RARE OPPORTUNITY.** Parties visiting the Pacific Coast, and the public in general, should not leave California without securing a first-class portrait of themselves from the celebrated studio of Schumacher, 107 N. Spring street. All are invited to call and see specimen of work, as they speak for themselves.

Highest honor awarded World's Fair, 1893; first prize gold medal, above all competitors, Midwinter Fair, 1894, and highest honors awarded above all competitors wherever work was entered in competition in the State.

Call and see the latest style portraits at Schumacher's, 107 N. Spring street, Los Angeles. Gas relief most wonderful picture made.

SMITH'S Dandruff Pomade invigorates the roots of the hair, gives tone and vitality to the scalp, removes all dandruff upon six applications. At all druggists.

## WE HAVE THE GOODS, WE NAME THE PRICES, WE'LL GET THE TRADE.

Wish every man in the Golden State could see the Spring Suits just as they lay there on the counters fresh from the very best and largest tailor shops in the world. You'd see cloth, style and tailoring any tailor would be proud to claim as his child. You'd see values as liberal as the most exacting buyer would expect. The prices run from \$10 to \$20 a Suit. There's near to 50 styles (all new) at less than \$20, and there's 25 styles at less than \$15, and there's plenty at less than \$10 if you want 'em.

London Clothing Co.  
110, 121, 123, 125  
North Spring Street..... S. W. Corner Franklin.

HARRIS & FRANK,  
PROPRIETORS.

## Leaders This Week.

## BREAKFAST SETS!

Very Pretty, and such  
**CHEAP PRICES**  
Everybody Can Afford One.

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|----|---|------|---------|
| 50 | PIECES Pure White English Porcelain, complete for 6 persons, quality warranted very best.....   | 2.75 | Per Set |
| 50 | PIECES Beautiful Summertime Decoration, Gold Enamelled Handles and Gold Trimmings, complete for 6 persons, warranted best quality.....      | 4.00 | Per Set |
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| 50 | PIECES Handsome Chrysanthemum Decoration, Gold, Illuminated, Gold Handles and Gold Trimmings, a real gem, complete for 6 persons.....       | 4.75 | Per Set |
| 50 | PIECES Apple Blossom Decoration, Handles and Trimmings in Gold, complete for 6 persons, rich and handsome, quality warranted very best....  | 6.75 | Per Set |

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NEWEST SHAPES, RICHEST DECORATIONS, at

### WINNING PRICES.

GIVEN FREE—A Nice Present to Each Customer.

OPERATING 100 STORES Enables us to Sell Very Cheap.

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MONEY-SAVING STORES.

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PASADENA..... 34 N. Fair Oaks Ave. REDLAND..... 18 E. State St.  
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SANTA ANA..... 211 E. Fourth St. POMONA..... Cor. Second and Gordon Sts.  
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The New and Stylish  
**Tattersall's**  
Vests for half price \$4.00  
**Nicoll**  
THE TAILOR  
134 SOUTH SPRING STREET.

**CONSUMPTION CURED.**  
Consultation and Examination Free.  
**KOCH MEDICAL INSTITUTE.**  
20 S. Broadway, Los Angeles.

Go to the Renowned  
**Chinese Doctor**  
At 713 S. Main and let him give you a correct description of your ailments, and then do as you like about taking treatment. Contentment of mind is a continual feast, but how are you to obtain it without health? You will always find  
**DR. WONG**  
At his post from 9 a.m. to 9 p.m.  
Telephone 906 Black.

WENDELL EASTON, President.  
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Take the S. P. Train via Ontario, to the

## Chino Ranch

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If you have any idea of purchasing in California.

## Alfalfa, Sugar Beet, Grain or Deciduous Fruit Lands.

TITLE PERFECT.

PRICES LOW.

TERMS: One-fourth only in cash, balance in 1, 2 and 3 years, with interest at 8 per cent.

NOTE—To purchases made at once the crop rental for 1897 will be credited as part payment. DON'T DELAY YOUR INVESTIGATION. Call or address

## EASTON, ELDRIDGE & CO.,

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Or

Land Company Building,  
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Best Equipped Hotel  
in Southern California.

European  
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## Hotel Brewster

San Diego, Cal.

J. E. O'BRIEN, Prop.

Centrally Located. Chamber of Commerce  
and Fisher Opera House Opposite.

Elevator and All Conveniences

STRICTLY FIRST CLASS.

\$2.50 per Day and up.

## The Wellington

Between Spring and Broadway  
on Third Street.

CONDUCTORS:—

I am on the Main Line  
and a Long Siding.

ROBT. KEARNS.

## Will Ship to Your Friends ANY WHERE IN THE UNITED STATES

2 Cases Assorted California Wines  
of your own selection—Upon the payment  
of \$8.50 FREIGHT PREPAID.

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California  
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Call on

## L. APFFEL,

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EASTERN SHIPMENT A SPECIALTY.

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THIS well-known Tract is situated on Central Avenue, one of the leading thoroughfares of the city and along one of its best electric street car lines. It is within easy walking distance of the business center, about one mile from the leading hotels and banks, and close to the principal railroad depots. The Tract was originally laid out into 400 building lots, of which only 100 remain in first hands. These are now being closed out at prices and upon terms that should make them attractive to home-builders and investors. The prices range from \$200 to \$250, according to size and location. Now is the time to buy. For maps and price lists address K. ALTSCHUL, Sole Agent, 408 S. Broadway, Los Angeles, Cal.

**C. F. Heinzeman,**  
Druggist and Chemist,  
222 Main St., Los Angeles.  
Prescriptions carefully compounded day or night.

**Poland Rock**  
Address  
F. L. SMITH,  
200 S. Broadway  
Tel. 1284.

## AUCTION.

Of the entire fine Furniture and Carpets of the Gov. Downey residence, No. 345 S. Main St., on Wednesday, March 17, at 10 a.m., consisting in part of Upholstered Parlor Furniture and fancy Rockers, Moquette and Velvet Carpets, elegant Carved Oak and Birch Bedroom Suits, Lounges, Couches, Center Tables, Hair Mattresses, Pillows, Bedding, Linen, Lace Curtains, Portieres, Toiletware, etc.  
C. M. STEVENS, Auctioneer.

## AUCTION

Restaurant, 309 West Second.  
Monday, March 15, '97, at 10 A.M.  
Six-foot Steel Range, Cooking Utensils, Dishes, Glassware and Silverware, Tables, Chairs, Counter, Show Case, Floor Cloth, Etc.  
BEN O. RHODES, Auctioneer.

## AUCTION.

I will sell at auction, Monday, March 15, at 10 o'clock a.m., at 222 W. First St. Roll Top Desk, Revolving Chair, 36 Pine Arm Chairs, 120 yards Linoleum; Heating Stove, Glass Partition for large rooms.  
THOS. B. CLARK, Auctioneer

## Chicago Artistic

## LADIES' TAILORS and CUTTERS.

Tailor-made Suits to Order, all goods furnished from \$10 to \$35, in any style. Riding Habits a specialty. Perfect fit guaranteed.  
LEVY & SPIEGEL,  
312 and 314 W. Second Street, 2 doors above California Bank.

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## Boots and Shoes...

For particulars apply to the  
ASSIGNEE,  
Room 310 Bullard Bldg. 156 N. Spring St.

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Has Changed Hands.  
From now on until the Easter Season All Trimmed Hats will be sold for \$1.00.  
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to \$20,000. 4. DONALD, 222 W. Second st.  
16

States with very small outlay. Address N.  
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LET-FURNISHED HOUSE, 5 ROOMS  
631 S. FLOWER ST. 20

MISS C. STAPFER, 311 W. FIRST ST.—CHI-  
ropody, massage and baths. Tel. red 861.

KNIGHT BROS., PATENT SOLICITORS,  
Free book on patents. 434 BYRNE BLDG.



## Reliable Business Houses Of Los Angeles.

### BOOK FOR TOURISTS.

Describes Southern California perfectly; map of Los Angeles. Every tourist should have it; only 50c. GARDNER & OLIVER, 100 and 300 S. Main.

### CHANGE OF FRONT.

That new awning we have is what has been needed in Los Angeles for some time. It's simple. Costs no more than others. L. A. & W. Co., 230 S. Main.

### FISH MARKET.

For the people, and where the people of Los Angeles will find the best and freshest assortment of fish, game and poultry at best prices. Broadway Fish Co., 300 South Main Street.

### GUARANTEED CURE.

For Coughs. "Anti-Koff" cures every case of cough, cold, croup, whooping cough, etc. Sold only at W. C. BARK'S, cut-rate druggist, 300 South Main Street.

### TRUE CALIF. RANCH.

The kind you read about, near Fullerton, has first-class ranch improvements. For a list of names, inquire of JOSEPH MESMER, 102 N. Main St.

### BARLEY OR OAT HAY.

I am able to furnish good hay at \$5.50 per ton, scale weight. This is the best for a limited quantity. MRS. MAY NOLDS CO., 182 N. Main St.

### BARNE'S MACHINERY.

For both wood and iron work in stock. There is no better. Call and get our prices. HARPER & REYNOLDS CO., 182 N. Main St.

### BICYCLES, \$65, \$80.

A standard wheel with all the latest improvements. This is years of experience can produce. R. O. HAINES, 419-421 S. Broadway.

### CARNATION PLANTS.

This will be a special week for Carnations. Every woman should see. Low prices for all kinds of plants. E. K. MESERVEY, 333-335 S. Broadway.

### COAL THAT'S ALL COAL.

No slate or slag. Full weight. Quick delivery. Bottom prices. Lots of good wood if you want it. Diamond Coal Co., 100 S. Main St.

### CORSETS TO MEASURE \$5.

Honestly made, perfectly fitted, elegant, comfortable and style combined. Cheap. Call on Mrs. M. J. O'NEAL, Corset Maker, 247 S. Broadway, between 34 and 36 St.

### DON'T BUY HAY.

We'll save you money on every load. Telephone us your order. L. A. Storage and Supply Co., 100 S. Main St.

### DRY PROCESS METHOD.

We have the only machinery in So. Cal. for cleaning fabrics by generated beating and rubbing. No water, no fading. City Dry Works, 343 S. Broadway, Phone 343.

### EYES EXAMINED FREE.

Most highly approved system of testing the eyes. We sell good frames at \$1.50. O'NEAL, 247 S. Broadway, between 34 and 36 St.

### FARMING MACHINERY.

I have a supply of latest improved Headers, Mowers, Plows, Steam Thrashers, etc. A few sets of harness and horse collars. J. C. KELLAM, 300 S. Main St.

### GOWNS TO ORDER, \$6 UP.

Waists \$3.50 and up. None but best work. Designing and making. MISS C. K. KELLAM, 300 S. Main St.

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Elegantly furnished. Central location. All the comforts of home. 404 S. Main St.

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Register your name for our elegant Tally; cheapest and most enjoyable way to see the country. ANOKIA RACE STABLES, 300 S. Main St.

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I will sell regular Railroad tickets at a discount. If you travel, look up Lehman. 213 South Spring St.

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Finest parlors and best service in the city. Tourists and strangers invited to call. WEATHERS, JACKSON & CO., 318 S. Spring Street.

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A beautiful line of Ladies' Bronze Ox-fords, really worth \$8, at \$3 a pair. Mail order. PALACE OF FOOTWEAR, 111 S. Spring St.

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If you want to buy Wall Paper see our new, novel, and beautiful designs. Prices right. N. Y. WALL PAPER HOUSE, 300 South Spring St.

### SUITS THAT SUIT \$15.00.

I give you honest cloth, a stylish cut, and a perfect fit. You can expect more for your money. S. R. KELLAM, 300 South Broadway.

### THE MANHATTAN.

Very central location and pleasant rooms; very moderate prices; under new management. 137 No. Broadway.

### THE MATCHLESS SHAW.

Is a Piano of rich full tone. It is used by hundreds of Los Angeles homes. SOUTHERN CALIFORNIA MUSIC CO., 212-218 West Third Street.

### TEN TONS FISH IN ONE WEEK.

That's what our salesmen can do in one week. A pretty fair record. The merits of our goods have been proven. FRED HANMAN CO.

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HYPNOTIC CURSES WHEN ALL ELSE fails; also practically and scientifically taught. THE HYPNOTIC INSTITUTE, 435 S. Spring St.

## CUBAN BUDGET BILL.

### WEYLER SENDS IT TO SPAIN FOR APPROVAL.

A Startling Deficit Confronts the Spanish Government on Account of the War. TAXES ARE TO BE INCREASED. FORTY PER CENT. ADDED TO THE PRESENT BURDEN.

### THE RESISTLESS TIDE.

RECORD-BREAKING FLOODS IN THE SOUTH.

### High-water Mark Passed at Memphis and Other Places—A Serious Situation in the Low Lands of Arkansas—Broken Levees.

MEMPHIS (Tenn.), March 14.—The Mississippi River continues to rise, and the situation in the low lands of Arkansas opposite this city is very serious. Tonight the river stands at a rise of seven-tenths of a foot since last night. This is the highest record since the establishment of the weather office here in 1872.

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### THE RESISTLESS TIDE.

RECORD-BREAKING FLOODS IN THE SOUTH.

## EVERYBODY HAS A MINE OR IS LOOKING FOR ONE.

### THE COUNTRY ON THE WESTERN COAST IS FULL OF AMERICANS WHO EXPECT TO FIND IT.

There is nothing in this country on two legs that has not a mine—gold, silver or copper; the only being who has not a mine is the man who is still looking for one with the certainty ahead of him that he is sure to find it. It is the same all the way from Ensenada to Mazatlan and from there up both sides of the Gulf to this place. This is not an exaggerated statement. At this place, for instance, the hotels are crowded with Americans. Ask them of them what they are down here for, they will tell you: "Oh, I came down to look at a mine." With the exception of the Boleo copper mines, of which there are a few, and of some small groups of gold mines like the Montezuma and Zaragoza, lying about sixty miles east of Ensenada, you might travel the peninsula of Lower California from one end to the other and not find a single mine. This is not a very encouraging prospect, but it is a fact. The western base of the Mexican Sierra Madre is as rich as the eastern base. Undeveloped mining propositions are very like women, or rather, they are possible that out of a whole lot there may be one or two that are pretty good and good. After all, mining need not be a very expensive proposition. It is a country where there is plenty of good agricultural land both on the peninsula and back from the coast on the mainland. There is a lot of good wheat, corn and sugar cane being raised in any part of the world. Although the rainfall is uncertain, I am told by those competent to have an opinion on the subject that the rainfall obtained almost anywhere by sinking for it, and that in numerous cases in this State (Sonora) an abundant yield has been obtained at a depth of 100 feet. The late silver issue in the United States had the effect of bringing Mexico as a silver-producing country to prominent notice. Many have been led to believe that a country which has produced so large a quantity of the white metal under the most primitive methods of working must and would prove increasingly rich when the more scientific American mining methods were introduced. This is true in some cases, but if every American who is down here to look for a mine is to be a miner, there is a rich and inexhaustible silver mine awaiting his appearance here. It is just too deliciously simple for any use.

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**The Los Angeles Times, Daily, Sunday and Weekly**  
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DAILY AND SUNDAY, 75 cents a month, or \$3.00 a year; DAILY WITHOUT SUNDAY, \$7.50 a year; SUNDAY, \$2.00; WEEKLY, \$1.30.

Sworn Net Average Daily Circulation for 12 Mos. of 1895—15,111

Sworn Net Average Daily Circulation for 12 Mos. of 1896—18,091

Exceeding the net circulation of any other two Los Angeles daily papers.

Entered at the Los Angeles Postoffice for transmission as second-class mail matter.

### AMUSEMENTS TONIGHT.

LOS ANGELES—Shore Acres.  
ORPHEUM—Vaudeville.  
BURBANK—A Matrimonial Maze.

### THE TIMES AND THE CONDUCTORS.

This morning's edition of the Daily Times is published under the auspices of the Order of Railway Conductors—that is, they have a share in its profits. This is done to aid a worthy association of railway men to get a fund together to aid them in defraying numerous expenses contingent upon holding the biennial convention of their society in this city on the 11th day of May forthcoming. On the closing day of the convention another railway number of The Times will be issued giving all the details of the great gathering of railway conductors visiting us, together with illustrated descriptions of that brilliant occasion. It will be the aim of the Times' management to produce a number that every railroad man will desire to carry home with him as a souvenir of his visit to the land of sunshine. Special illustrations of the scenes to be visited by the members of that great excursion across the continent are already being placed in the hands of the Times' artist who is doing the preliminary work on them, so that they can be finished up in short order after the great excursion arrives here.

Railroading is strictly an American profession. Though other nations have achieved greater speed on their lines, they have yet to learn the many little intricate details in the way of personal comfort to passengers, which contribute toward making railway travel pleasant in the long ride across the continent. Recognizing, as it does, the dignity and responsibility of the conductors' vocation, The Times will leave no stone unturned to make this promised special edition a production fit to be mailed to railroad men in every part of the civilized world. The object renders the labor a worthy one in every sense of the term.

### PIONEER LOCOMOTIVE BUILDING.

As this issue of The Times is a railway number for railway men, it may be interesting to note something of the history of locomotive construction, and the evolution of the great machines which, like gigantic shuttles, are weaving the web of commerce in this great country of ours.

All the engines in use up to 1840 had but a single pair of drivers, none of them having more than one pair of wheels outside of the "pony truck." The first engine built with two pairs of driving wheels was the Hercules, built at Paterson in 1843 by Rogers, Ketchum & Grosvenor for the road between New Brunswick and Jersey city. She was a mass of polished brass work and weighed about sixteen tons. I had often ridden behind her when a boy, and did not wonder at her, but when I saw all that brass work in the transportation department of the World's Fair, I nearly fainted away.

The first engine with six driving wheels was built by Baldwin at Philadelphia, and called the Ajax. She was designed as a freight engine for the Morris and Essex road, now known as the Delaware and Lackawanna. The Ajax was then the heaviest engine in the United States kept in continual service, although they had a much larger engine for a pusher on the Mauch Chunk road. Now the Ajax would only be a third-class engine, in point of size, and about fifth-class in equipment, as most engines of her size have larger cylinders.

The single-driver engines up to 1849 had inside connections, like the English locomotives, and could attain great speed with a small train of three or four coaches of the size then in vogue, about twenty feet shorter than the "day coaches" now in use. Two of these, the Adam Lee and A. G. Thompson, ran for years on the Newark line, and made the same time as the D. S. Gregory and John P. Jackson made with larger trains. The two last locomotives were the first built with 18-inch cylinders and 6-foot driving wheels. Unfortunately they were defective in boiler surface and could not make steam fast enough, except in running at two-thirds of their possible speed.

The first engine with four driving wheels on each side was the Consolidation, built at the Baldwin works in Philadelphia for the Lehigh Valley road, intended to work up a grade of 135 feet to the mile. It had cylinders of 20x24 inches, with four pairs of wheels connected, the piston working for a connecting-rod for the second

pair of wheels. The wheels were four feet in diameter, speed being a secondary consideration.

The first locomotive ever built in California was the Betsy, owned by David Hewes, who dug down big sand hills on Market street. Mr. Hewes, who is still living, married Miss Anna Lathrop, a sister of Mrs. Leland Stanford. After Hewes had got through with the Betsy she was shipped to Oregon, where her name was changed to that of George W. Weidner, manager of Mr. Holladay's railway enterprises in that State. She ran till she was totally worn out.

The second locomotive built on this Coast was built at the Union Iron Works in San Francisco for the Central Pacific Railroad Company by the late Peter Donahue, one of the most practical mechanics on this Coast. He gave his personal supervision to the work and turned out as perfect a light passenger locomotive (twenty-eight tons) as ever was seen in the State. She was named A. A. Sargent, after the well-known Republican leader of that day. With a load of not to exceed six passenger coaches, on the light grades between Stockton and Marysville, this engine was all that could be asked. She was finished in 1866, and has doubtless been thrown into the scrap pile long ere this. The Sargent was built on honor, and so anxious was Mr. Donahue that she should be perfect in all her details that it is doubtful if any profit was made on her construction.

John Gates, master mechanic of the Oregon Steam Navigation Company, was the inventor of the hydraulic steering gear in use on all the larger steamers in Oregon, as well as on the Port Costa and Benicia. He invented an automatic oiler for steamers, which he subsequently modified for use on locomotives. It enabled the engineer, without leaving his cab, to oil all the axles, rockshafts, valves and cylinders by simply closing one pipe and opening another. It was used on all the locomotives of that corporation before its sale to Henry Villard in 1880, but there is no definite knowledge of its adoption on railroads generally.

The appointment of John Sherman to be Secretary of State, at this particular juncture in our national affairs, is a fitting selection of the right man. Mr. Sherman visited Cuba about ten years ago and saw a good deal of that country, in company with Senators Palmer of Michigan and Manderson of Nebraska. He got a good insight into the industrial and financial conditions of that country, which will stand him well in hand in the present crisis. The story of his visit to the "Gem of the Antilles" was well told in Sunday's Times, and from it the reader can plainly see that Mr. Sherman favors reciprocity rather than annexation.

This seems to be the season of one thousand reliefs. First it was money for the Armenians, who were being murdered in Turkey; then it was for the unfortunate natives of Hindustan, suffering from the twin evils of famine and the black plague; then for the sufferers from famine in Louisiana; and now it will be for the sufferers from the flood in the great valley of the Mississippi. If America was not a rich country, and the people the most liberal on earth, this continuous drain would be too much for us; but we keep on relieving the oppressed and suffering all over the world, and regard it as one of the things that has to be.

No wonder that Mr. Butler, alias Neuman alias Ashe, does not want to go back to Australia. The remains of another one of the wholesale murderer's victims have been found, just where he planned them. The body has been identified as that of a young man named Burgess, who was decoyed by an advertisement in a similar method to that used in the case of Weller. There is evidence enough there against Ashe, or Butler, to hang a dozen men. That is one of the misfortunes of law, however. No matter how many cruel and wicked murders a man may commit, he can be hanged but once.

The directors of that Bakersfield bank which has been investing \$50,000 in coyote scalps must feel very comfortable over the situation. Those old scalps, after having drawn \$1 bounties in New Mexico and Arizona, and after having been bought back at 10 cents each, are now expected to do yeomanry service in drawing coin out of the State treasury at Sacramento. The scalps would be fully justified in exclaiming, "Oh, give us a rest!"

### RAILWAYS AND AGRICULTURE.

The United States of America is an agricultural country. If there be such a thing on earth. Primarily, the New England population was a race of English farmers, while New York and New Jersey had a population drawn from England and Holland, but decidedly inclined to bucolic pursuits. The great fishing interests of Rhode Island and Connecticut, which built up such a crop of millionaires for New York and Boston, were not fairly inaugurated until the middle of the eighteenth century; nor did the magnificent water-power of the New England States for the saving of human labor in manufactures become self-evident until the nineteenth century was nearly one-third gone. Then, when New Haven was shipping carriages and buggies to every Southern State, and Springfield was supplying half the job-printing offices in America with cardboard and other stock, it became evident that the farms of New England and New York could not feed the mills and supply the grain food consumed at sea.

The Erie Canal was the first connecting link between the Atlantic seaboard and the great lakes, as well as the natural artery of commerce by which the broad grain fields of Ohio sought a tide-water market. And for the first half-century of its operation it was ample for the ordinary requirements of trade. But after 1850, when the Erie Railway was completed to Dunkirk on Lake Erie, people began to realize that canal travel was too slow even for the sturdy Irish and stalwart Germans whom the old "Black Ball" line of packets were landing at the Battery, at a cost of \$20 per head from Cork and Bremen. They wanted homes in the West, and they did not want to be forever in getting there. Then it was that the New York and Erie Railroad, under the presidency of Benjamin Loder, conceived the idea of a pro-rata system of tickets by which an immigrant could buy a ticket in three sections to carry him through from New York to Chicago. They continued their road into Buffalo, and made an arrangement with the Michigan Southern road, which ran two palatial steamers between Buffalo and Toledo, averaging sixteen miles per hour in good weather; and at Toledo the new arrival was put on board the cars for Chicago, the great American railway center as early as 1860. As time wore along, the Erie road was extended westward as far as Erie, Pa., when other properties were bought and the line extended through to Chicago. In the course of another year, Cornelius Vanderbilt, who had made several millions in the California steamship trade, bought a control in the New York Central and then in the Hudson River road. Next followed a purchase in Canada, extending from Niagara Falls to Windsor, opposite Detroit, where powerful ferryboats carried the cars across the river to be borne westward on the Michigan Central. This made, therefore, the Central system to Chicago, on which the greatest speed and in a general way the greatest comfort can be attained of any American railway. This enabled the Irish or German immigrant to get out where land was cheap, while the subsidy of land granted the Illinois Central Railroad by that State placed good lands within easy reach of the man who was not afraid of hard work. It was a great scheme to put lands at a low rate of interest, far cheaper than rental of the same land would have amounted to in England, Ireland, France and Germany, thus to enable the diligent and sober farmer to pay for his land out of its actual product. The climate was not the healthiest in the world, but the malaria contingent upon primary planting soon wore off, and the immigrant soon had his farm clear. Not only that, but those settlers living along the road often got two or three months' work in every winter, in repairing the railroad lines, thus enabling them to get a little ready cash for the necessary spring outlays. The act of Congress under which this famous line was built was introduced by Stephen A. Douglas, and provided for a line from Cairo to Galena. Sidney Breese opposed the bill unless a branch could be had to divert northward to Chicago. Out of Mr. Breese's amendment came a compromise, and the great "letter Y" road became a fixed fact.

As early as 1852, one Andrews wrote a report, ostensibly for the Board of Trade of Montreal, in which he declared that "vast bodies of land, the finest and most productive on the continent, lying within less than two hundred miles of navigable watercourses, are unsalable from the cost of transportation, which exceeds the value when delivered at market. In this manner products are fed to cattle and hogs, which are driven to market. People say it is cheaper to sell corn for 25 cents per bushel than to feed it out to animals, for at that price its value is eaten up by cost of transportation 165 miles."

As late as 1873, Gen. Herman Haupt, of the Northern Pacific Railroad, while on examination before a committee of the United States Senate, testified that coal could not be carried on railroads at a profit and that no railroad could expect to pay dividends that carried freights for less than 2 cents per ton to the mile. Just see how the procession has left that gentleman side-tracked. Anthracite coal is now being carried on trains from the Lackawanna region in Pennsylvania to Erie, in the same State, where it is loaded on steamships for Duluth, on Lake Superior, and sent thence by rail to St. Paul and Minneapolis, where it is not only used in all sorts of manufactures, but finds ready sale for family consumption, being cheaper at \$7.75 per ton than the best oak wood at \$4.50 or cottonwood at \$3.75 per cord. So much for Gen. Haupt's first proposition. In the second place, his declaration that 2 cents per ton a mile is as

low as any freights can be carried has been proven equally fallacious. At the beginning of 1848 the cost of transportation kept Chicago wheat and flour out of New York market altogether, and at Gen. Haupt's calculation in 1873 there was no profit in it when wear-and-tear of rolling stock was computed. But now Chicago ships wheat to New York, 1498 miles, for 26 cents per bushel and sends her flour to New York for 80 cents per barrel, ten barrels to the ton being the customary computation.

In 1845 the transportation between Philadelphia and Pittsburgh was at the following rates per 100 pounds: Dry goods, \$1.37; groceries, 75 cents; farm produce, 63 cents, and flour 80 cents per barrel. Over the old Wilmington road (now a part of the Pennsylvania system) the rate per 100 pounds was 12 cents and groceries 10. From Baltimore to Cumberland, 180 miles, the rate was 35 per 100 pounds on dry goods and 25 on groceries. Another item worth perusing is the cost per barrel of getting flour from Cleveland, O., to Portland, Me., which was as follows:

Cleveland to Buffalo (lake).....	10
Buffalo to Albany (canal).....	72
Albany to Boston (rail).....	30
Boston to Portland (steamer).....	10

Total.....\$1.22  
At that time a great opposition to the Erie Canal route was organized by shipping flour and other stuff to Portland, Me., through Canada. The freight by steamer from Cleveland to Montreal was 40 cents per barrel and from Montreal to Portland 45 cents, while 30 cents per barrel was added if the flour were shipped to Boston. The rail distance was 200 miles by the Erie Canal route and 275 by the St. Lawrence River route. Yet the latter was the cheaper for Portland by 37 cents and 27 cents for Boston. Up to 1848 the average cost of all freight movements, both first and second class was 7.56 cents per ton per mile. The highest rates were in Mississippi, 24.30; in Alabama, 16.33; in New Jersey, 13.57; in South Carolina, 10.75; in Virginia, 10.44; and in Kentucky and New York, 9.04. The causes of the decline from those to our present rates are, first, competition, and, second, the introduction of the modern freight engine, capable of moving such vast trains.

From 1851 to 1855 came a downright cut-throat game in the rivalry of the four great trunk lines—the New York Central, the Pennsylvania, the Erie and the Baltimore and Ohio. The latter had the most expensive road to operate on account of its heavy gradients, and the New York Central was the cheapest because it ran through a flat country between Schenectady and Utica and again from Rome to Buffalo. In his annual report of January 31, 1855, J. Edgar Thomson of the Pennsylvania, in stating that this ruinous competition was at an end, by reason of an understanding reached between the four rival roads, adding: "Instead of an army of drummers and runners, spread over the country and paid by each company, an agent is now maintained at the joint expense of the four lines, at all important points, to distribute bills and give unbiased information to the traveler."

Of course, the rates went up when this combination was effected, but to the old figures. Experience during the "freight war" had taught the railway magnates just how cheap they could carry all sorts of produce to tide-water and all merchandise westward. Knowing that lower freight rates must ultimately lead up to an increase in passenger travel on their roads, and fully realizing the value of the "nimble siren," they put freights on produce down to the lowest possible figure and took their chances on an increase of westward cargoes to compensate therefor. By these concessions, to shippers the States most affected were the five States of Ohio, Indiana, Illinois, Michigan and Wisconsin. The following table will show the wonderful growth of those five States and increase in the cash value of farms between 1850 and 1890:

State.	1850.	1890.
Ohio.....	\$588,728,802	\$986,254,171
Illinois.....	\$6,132,290	\$28,521,071
Indiana.....	\$136,388,173	\$444,902,786
Michigan.....	\$1,873,446	\$26,279,087
Wisconsin.....	\$2,829,662	\$13,117,082

\$671,678,075 \$1,738,294,138  
The increase of vegetable and animal products of those same five States, taken as an entirety, for the same period, is also given, in bushels:

State.	1850.	1890.
Wheat.....	39,348,495	79,793,163
Corn.....	177,320,441	280,288,832
Oats.....	32,602,251	91,949,233
Potatoes.....	13,417,586	27,181,632
Cattle (number).....	5,438,095	5,431,000

This shows, therefore, an increase in ten years of 50 per cent. in oats, 58 in corn, 59 in cattle and over 100 per cent in wheat and potatoes, the two main staples of human food.

The most natural inference would be that so rapid an increase in the volume of food products would lead up to a proportionate decline in prices. Instead of that, immigration was arriving so rapidly at the eastern seaports and the number of hungry mouths in the manufacturing towns of New England was increasing so rapidly that prices advanced on the slow-and-steady principle. As Cincinnati was the great produce market prior to 1875, we give prices at that city at four periods in her history:

State.	1850.	1860.	1870.	1890.
Flour, per barrel.....	\$2.00	\$1.50	\$1.25	\$0.75
Corn, per bushel.....	0.12	0.32	0.37	0.11
Hogs, per cwt.....	9.00	2.12	4.93	2.00
Lard, per pound.....	0.05	0.08	0.08	0.08

Attributing the increase in values to the building of railroads at, say, 36 per cent, the augmented value of farming lands in the five States above said was a trifle in excess of \$425,000,000. And what is true of those States is true of all the States west of them, except the Pacific States.

The eastern railroad men had the good sense to encourage immigration by giving the West a low rate to market on its produce and a high rate on merchandise, machinery and groceries, to make up for it. In other words, they let the necessities of life through at a moderate tariff and taxed the

luxuries at "all the traffic would bear." Whenever the Southern Pacific system will inaugurate a similar way of dealing with the producers along its lines they won't have to run any empty cars either way. The increase in merchandise and groceries from the seaboard would more than compensate for the reduction.

The railroad has been a great civilizer of mankind. It achieved more, in this respect, in the short space of ten years than steam navigation had done in the previous fifty years. The Mormon hierarchy, clearly an imperium in imperio, a British empire in the center of an American republic, held up its head and defied all Federal authority for half a century. But the first railroad train that rolled into Salt Lake told Brigham Young that his pet institution was doomed. The railroad did it all. Gleaming out through the darkness with an ineffable glow that flashes the truth to all mankind, the headlight of the locomotive is at once the harbinger of peace on earth and the handmaiden of progress, the unerring witness for the divine wisdom and the divine love.

### TWO FARMERS' SONS.

On Wednesday last, at Portland, Or., died Hon. Joseph N. Dolph, for thirty years the most prominent legal practitioner in that State, and, perhaps, as good a lawyer as any one of his many contemporaries who sat on the floor of the Senate with him for twelve years. If we except the late Judge Howell Jackson, in whose utterances Mr. Dolph had more faith than those of other lawyers on the floor from 1883 to 1886. Two days after Senator Dolph's death, at Portland, Kirtland H. Wade, manager of the Southern California Railway system, died in his room at Los Angeles so suddenly that the whole city seemed prostrated by the blow. Senator Dolph was nearly seven years the elder of the two, and, though they were born but a few miles apart, it is not likely they ever met during boyhood, but there is much of similarity in their lives. The parents of both these men were farmers, people of good blood, although in what modern writers would call humble life. From the time they were old enough to carry in a half-dozen sticks at night with which to light the morning fire, till the hour they started out in the great world to make their own living and looked back over their shoulders at the old farmhouse with the vines on its porch and the martins diving in and out the old stone chimneys, these two boys participated in all the drudgery of farm life—and were the better for it. It bred in their hearts that cordial respect for honest labor that is the most unmistakable evidence of a sound heart and a healthy mind.

Mr. Dolph had a younger brother to whom he was always very much attached, and that brother grew up delicate as a boy, although he is now well up in the fifties. Somebody had told them that if "Cy" Dolph could get out on the plains and breathe the strong desert air, he would soon become a hale and hearty man. How to get out on the plains and restore his brother to health was the underlying thought of Joseph Dolph's life. He had just been admitted to practice law, after four years of hard study, but that was a secondary thought compared with his brother's health. Just then came the opportunity. Medoram Crawford, an Oregon pioneer of 1844, came on to Washington to see if Congress would not authorize the enlistment of a regiment for service on the plains, to protect the large numbers of immigrants who were getting away from the horrors of the civil war. It was in 1862, and the bulk of the battles fought up to that time had been reversed to the Federal armies. Yet so strong an appeal to this purpose was made by James W. Nesmith, then Senator from Oregon, on account of the massacre at Mountain Meadows, several years previously, that he disarmed all antagonism, and Crawford's command was organized out of the very best material to be found within a radius of sixty miles around Buffalo, N. Y. Joseph Dolph went out a sergeant and his younger brother as a private in this command, and by the time they reached Omaha the future Senator was as much looked up to as any man in the troop. From the time of his arrival in Oregon till the hour of his death, his name has been public property and always mentioned with honor.

His was a curiously-structured mind, and yet a grand one. In all the history of this Coast there has been no man who equalled him in the penetration of details. He sat down to study a case in law as a watchmaker sits down to unscrew the movement of a watch from its case, take out each component part, clean and oil every wheel, pinion, cog and ratchet, and then screw it together again and set it running as good as new. But above all, he was a man of sincerity and devotion to principle. After twelve years of diligent service to his adopted State he was "turned down" in favor of a man whose capacity was that of a fairly good County Clerk. The silver craze had overspread the Web-foot nation and rather than assent to what he believed to be the national dishonesty, Joseph N. Dolph retired to the shades of private life, after having worked twelve years for Oregon and not an hour against her!

Mr. Wade, like Mr. Dolph, was the product of the American home and farm. Inferior to the Oregon Senator in knowledge of law, he was quite his superior in literature, and his equal in the management of corporations. Mr. Wade impressed his visitor with his strong personality in a way that is hard to describe. The Oregon man had a towering figure and a lionine head, while the Los Angeles man had neither. Yet who is

there of us who knew him, as the writer did, that can forget the quiet dignity and impressive manner with which he entertained every proposition. His clear gray eye, that looked like the end of a broken bar of steel, was a search warrant in itself. A brakeman in his employ said of him the other day: "He was a man you could go to on any just errand in the world, and it didn't make any difference who was against you. Mr. Wade could tell whether you were lying or not!" His forceful personality was everywhere felt. It showed itself in a dozen of the many little ways in which he sought to make the road attractive to the traveling public.

In his discipline toward employees, the policy was always that of "justice tempered with mercy." His intercourse with the general public marked him as a charming man, beyond description. If he granted you a favor it was done pleasantly and without ostentation; and if compelled by official limitations to decline it, he did that in so gracious a manner that the refusal carried with it no thorns. We say "Adieu" as the bell tolls its solemn greeting to the passing cortege with uncovered heads; we kneel beside the mound of earth that contains our loved treasure while it bears the blossoms that affirm our unflinching trust; and we hear the voice of divine inspiration proclaiming the immortality of that which the shovel of the sexton cannot hide. But we have not yet begun to miss the man of serene cordiality and the stern, yet gentle, personality, who ruled a great corporation with a discipline that was almost paternal in its kindness. We shall miss his sage counsels in matters of commercial import, as well as his far-seeing scrutiny in the trend of our municipal affairs. He was a good friend to the State, to the city and to such individuals as sought his aid with no sinister purpose. He was a many-sided man and, for that reason, counted his following in every walk of life.

So we bid adieu to two men at whose birth the proverbial silver spoon was conspicuous by its absence. They were as distinct products of the farm and its domestic life as the wheat that was garnered into its bins or the grass that fell before their scythes. Instead of regarding poverty as a curse, they cheerfully accepted it as a discipline, and rose from humble surroundings to light and power without resorting to devious methods. In each of them was exemplified the high possibilities of American citizenship, as well as the tireless energy which shows that there is in this country at least no royal road to wealth or fame. Whether we recall the clear-headed railway magnate, whose death came so suddenly as to suggest the poet's lines: "Last seen he full of life and lusty life, Last seen in beauty's circle proudly gay." Or the eminent clear-headed jurist, whose patient sufferings had been a family secret for six years, the result is the same. They were the product of American farm life, the outgrowth of a good and sterling yeomanry spirit that shall ever survive the corruption of conventions and the dissipations engendered by metropolitan life. And in lowering the curtain on their well-spent and useful lives, we do so with conscious American pride and remind our readers that "there's life in the old land yet."

"At 9 o'clock at night a small body of men in full retreat," says Victor Hugo in the second volume of "Les Misérables," "met a man on foot, headed toward the Chateau d'Hougonnot, the scene of the hottest part of the battle. He was leading a gray horse by the bridle. He wore a cocked hat and a gray surtout, with big black boots coming up above his knees. It was Napoleon Bonaparte, marching back to Waterloo, the mighty somnambulist of a broken dream." This picture fits another man pretty well, a man of our own day, and the first letter of his name is C. P. Huntington. He is as busy as ever about Washington, endeavoring to get the harbor case reopened so he can have it shifted from San Pedro to Santa Monica. Like the man of Marengo, he cannot realize that he is whipped and that all is lost.

Queen Lil is going to England to attend Victoria's jubilee. She will remind the Prince of Wales that she was once a queen, but "Tummy" will be very apt to respond, "Yes, but you got lost in the shuffle."

Ill-luck in Fourteen.  
[Exchange:] This "This matter of superstition always makes me laugh," said A. T. Britton when some one spoke of never leaving a dinner table on Friday. "I made a trip of 15,000 miles last summer with a party of twelve others, making thirteen in all, and we started on Friday and never missed a train or a boat or a meal or had an ache or a pain among us the whole time."

Then he told a laughable story. "It has been the custom of the survivors of the old National Rifles to meet each year on the anniversary of our mustering into service in the war of the rebellion and enjoy a dinner and swap reminiscences near and remote. Several years ago I had the boys to my house and had prepared the very best dinner I knew how to give. There are usually sixteen or seventeen survivors at such a gathering, but this time, when we were about to enter the dining-room, somebody counted noses and discovered we were thirteen all told. Now, those other twelve men were brave and courageous gentlemen, who had faced cannon unflinchingly and were afraid of nothing, but not a single man of them was willing to enter the room. At last, after a half hour's wait, during which my wife and I rapidly approached the spiced stage, another man came in. We went. Now, that man who made the fourteenth in the party and broke the unlucky spell, according to the twelve other guests, was Charlie Alexander, and before the dinner was concluded he had to be carried home, and in two months he was dead. All the others are living."

No kissing ever occurs in Japan except between husband and wife, not even between a mother and child.

### AT THE PLAYHOUSES.

ATTRACTIONS TONIGHT. "Shore Acres," pronounced by competent critics the greatest play of American passion, will begin a week's run at the Los Angeles Theater tonight, with its author, James A. Herne, in the original creation of Nathaniel Berry.

"Shore Acres" tells an interesting story, has some clever dramatic situations, and faithfully depicts modern New England life. Its scenes are located near Bar Harbor, Me. There are four acts and five tableaux. Entire new scenery will be furnished for this production of the play. The company supporting Mr. Herne is the same with few exceptions, as appeared in the last production of "Shore Acres" at Daly's Theater, New York.

Harry Corson Clarke, late of the Frawley Company, opens at the Bank Theater this evening in Walter S. Craven's comedy, "A Matrimonial Maze." Of this actor's appearance in San Francisco, the News Letter says: "Mr. Clarke is the Joker, or rather the Joke, and it is an altogether different Mr. Clarke from any we have yet seen. In this first place, he looks like Henry Irving in reduced circumstances, with a small piece of the 'Private Secretary' on the side. His walk is graceful and nervous, and his transformation of an amatory declaration into an alcoholic harangue is very delicately done."

The Orpheum offers a most attractive bill for the week, which comprises A. L. Guille, formerly tenor of the Patti Opera Company; Julia Cotte, late prima donna soprano of the Metropolitan Opera Company; Signor Abramoff, a famous bass profundo; Barnes and Sisson in a comedy concert; Charles and St. Clair, sketch artists; the Renard family, the Mayos, character change artists; Tilenia, the wonderful premier danseuse; the great Panter trio; Phil Turner, comedian; and Briseno, the Cuban wire-walker.

### WOMEN OF NOTE.

Mrs. E. L. Klinger of Albuquerque, N. M., is known as the "Cattle Queen of New Mexico." She owns 128,000 head of cattle.

A recent visitor to the drawing-rooms and the English aristocracy reports that the most frequently to be seen there is Mrs. Ella Wheeler Wilcox's poems.

The estate of the late Abigail Dodge, better known as Gail Hamilton, has been inventoried, and is valued at \$250,000, of which amount \$250,000 is in real estate in Beverly Hills and Hamilton, Mass.

Martha M. Barker, a well-known woman lawyer of Washington, who has been conspicuous in politics in California, is a candidate for the office of Minister to Colombia, which position is now filled by Luther McKim of Manchester, N. H. Her petition has already been sent to the President-elect.

Queen Victoria's coronation ring is never out of her sight, and is worn by her every evening. It is a band of gold set with diamonds and rubies surrounded by white brilliants. A coronation ring is supposed to symbolize the wedding of the sovereign with the nation.

A Berlin newspaper says that six queens use tobacco. The list embraces the Empress of Austria, whose practice of smoking thirty cigarettes a day has become a standing newspaper paragraph; the dowager Empress of Russia, Carmen Sylva, the Roumanian Queen; and the Queen Regent of Spain; Queen Amalia of Portugal, and Queen Margherita of Italy.

It is untrue, as has been announced, that Mrs. S. Bernhardt has consented to lend herself to the investigations of Dr. Toulouse, whose inquiry into the relations between genius and mental disease has been so assiduously followed. On the other hand, it is a fact that one of the doctor's "patients" at the present moment is Mrs. Bernhardt.

Washington Herald, the postmaster of Chicago, has just given the women of Chicago something to think about, and, perhaps, to get angry over and deny. In an address before the League of Christian Citizens, he said: "Joilet has more prisoners as the result of military and naval wars than the army and the greed of wives that it has from the effects of the saloons."

Lillian Russell sang for the entertainment of the prisoners in the New York Tomb Sunday a week ago, and as a reward for her kind thoughtfulness, Brother Heart's newspaper prints testimonials from a convicted felon, a murderer and a convict, all of whom testify to the excellent quality of the singer's voice. Happy Lillian!

### The Philoposic Sheriff.

[New Orleans Times-Democrat:] "Speaking of lynchings," said Jenkins, "I remember an incident that occurred in one of the country parishes of Mississippi several years ago. I was making a trip through a certain section of the State when the community was startled by a peculiarly atrocious murder and assault. The affair took the people by the ears, and for a few days or until the culprit was captured, there was a perfect storm of fury on the part of the inhabitants of the country in which the murder took place. The culprit was a negro, and it happened that the parish officials were the first to lay hands on the fellow. He was carried off to the jail and locked up. Well, it didn't take long for the news to spread, and then the people, as usual, began to make ready for the lynching. They did not seem to consider the matter that the negro was in the hands of the county—not a bit of it. The people just stood by and watched in a matter-of-fact sort of way, which seemed to indicate that they were accustomed to it. I was curious to see how the affair would turn out, and some little while before the mob started for the jail I set out for that institution. When I reached the location, I saw a large number of people gathered. The sheriff, who was a white man, was standing on the front steps of the jail with a rifle in his hands. Alongside of him was the negro, pale with fear, and looking at the watching crowd. Approaching the Sheriff, I asked him why he did not have the negro locked up, or if he didn't know the mob was coming to lynch him."

"Oh



THE WEATHER.

U. S. WEATHER BUREAU, Los Angeles, March 14.—At 5 o'clock a.m. the barometer registered 29.90; at 5 p.m., 29.88. Thermometer for the corresponding hours showed 45 deg. and 5 deg. Relative humidity, 5 a.m., 78 per cent.; 5 p.m., 64 per cent. Wind, 5 a.m., northeast, velocity 6 miles; 5 p.m., southeast, velocity 8 miles. Maximum temperature 63 deg.; minimum temperature, 43 deg. Character of weather, 5 a.m., clear; 5 p.m., partly cloudy. Barometer reduced to sea level.

The Games

ALL ALONG THE LINE.

If the promises made in behalf of the Pasadena electric road are fulfilled, its long-suffering patrons may soon have decent service. An electric road which runs mile cars over half its lines is not likely to meet with popular favor. The company is about to be reorganized and new capital has been enlisted.

Randsburg is not the only pebble on the beach. The Virginia Dale district is bidding higher every week for public attention, and there are other mines in San Bernardino county that promise great things. Development work is being seriously pushed and considerable depth has been reached on a number of new shipping mines. To the investor who finds Randsburg prices too stiff, plenty of less widely advertised opportunities are offered.

In view of the narrow escape of the Union-avenue school from recent fire in the oil district, it would seem not unwise to consider the necessity of removing the buildings to some safer location. Not only is the property of the city in constant danger of destruction by fire, but there is always the impending possibility of a sudden outbreak in that dangerous neighborhood by which hundreds of school children might be thrown into confusion and serious loss of life ensue. The value of the property is probably greater than it ever will be again.

The local oil producers are coming to their sober senses, now that the moral of the fable about the goose that laid the golden egg is being borne in upon them. They are expressing a willingness to come to an understanding with the Santa Fe people about the price to be paid for crude oil fuel. On the other hand, it is reported that the railroad management will gradually proceed to the substitution of coal, in part at least, until the market falls to a point where oil consumption will make an important saving. The artificially swollen profits of the oil men for the past few weeks may yet be needed to repay them for the loss of one of their heaviest consumers.

IMPRESSIVE SERVICES.

TRIBUTES TO THE MEMORY OF KIRTLAND H. WADE.

A host of sorrowing friends gathered at his home and testified to his popularity. The remains taken to Evergreen cemetery.

The funeral of K. H. Wade, general manager of the Southern California Railway, who died suddenly at the Hotel Beck Hotel last Friday night, was held at the residence of E. T. Earl, No. 1501 Grand avenue, yesterday afternoon.

Immediately after the discovery of Mr. Wade's death on Saturday morning Mrs. Wade, wife of the dead man, then at Coronado Beach, was telegraphed for, and at the same time word was wired to New York City to Dr. and Mrs. Bogart, the latter the daughter and only child of the deceased. Mrs. Wade arrived Saturday evening, and information has been received that the Bogarts are now on their way to Los Angeles.

The services yesterday, though impressive, were brief and simple in the extreme. At the suggestion of the widow and those friends who were acquainted with the ideas of the deceased, all attempt at display was discouraged.

Long before the hour set for the opening of the services, the home of the Barls, for many years intimate friends of the deceased and his family, was thronged with people. At 2 o'clock the veranda and grounds were packed with friends of the dead man. The aged silence everywhere prevailing spoke clearly of the uniqueness of the sorrow for the popular official's death.

In the darkened parlor the casket containing the remains of a life of industry of flowers. Wreaths, broken columns, pillows and crosses, formed of ferns and blossoms, were piled everywhere about the casket. The monument was fairly choked with the floral offerings of sorrowing friends.

The services were conducted by the Rev. Dr. J. S. Johnson, of the Church of the United, assisted by a choir under the direction of Prof. W. H. Hamilton. After the reading of a simple service for the dead, and the singing of "Nearer My God to Thee," the Rev. Mr. Thomson delivered a brief, though eloquent and touching oration, exalting the virtues of the dead man, and consoling the bereaved ones gathered about his coffin. Another song ended the services, and the casket was carried to the waiting hearse by the following pallbearers: Dan Freeman, Judge R. Egan, H. W. Hellman, W. B. Beemer, Andrew McNally, L. A. Grant, Judge E. M. Ross and John A. Muir.

Among the well-known citizens of California who attended the funeral were: H. E. Huntington and J. C. Stubbs, officials of the Southern Pacific Company; E. P. Ripley, president of the Santa Fe system; W. G. Nevin and C. W. Higginson of the Santa Fe; John A. McCall and G. G. Gibbs, president and treasurer of the New York Life Insurance Company; E. S. Babcock, Coronado Beach; C. P. Hind, San Diego; and A. G. Wood and H. L. Drew, San Bernardino.

The funeral procession moved to Evergreen cemetery, where the remains were placed in a vault, to await the arrival of the daughter of the deceased from the East, after which they will be interred.

**Died Suddenly.**  
A telegram was received in this city yesterday evening, stating that Mrs. J. C. Bannister had died suddenly in San Francisco yesterday morning. Her friends here had no warning of her death, and have no knowledge of the cause. She left here about six weeks ago with her husband on a business trip, and while she was not in strong health, there was no reason to anticipate her death. Her husband will bring the body to Los Angeles for interment.

**SMITH'S DANDRUFF POMADE** has just been introduced. It is said to give entire satisfaction. At all druggists, 10c.

BOOTH-TUCKER IS HERE.

SALVATION ARMY COMMANDER ADDRESSES LOCAL AUDIENCES.

Interesting incidents in the career of a man who has become famous for his efforts to reclaim the fallen.

Booth-Tucker, commander of the Salvation Army in the United States, arrived in Los Angeles Saturday night, and the local officers and recruits of the army had a deal of hard work cut out for their distinguished superior on his arrival.

Yesterday morning at 7 and 11 o'clock



COMMANDER BOOTH-TUCKER.

he held services in Peniel Hall, and at 3 and 8 p.m., he preached at the First Congregational Church to large audiences. On Monday evening the commander will conduct a social demonstration at the First Baptist Church and explain, in an address to the public, how the army is engaged in caring for the poor and unemployed. In brief the will give a general review of what is known as the social work as carried on by the Salvation Army.

The commander is one of the most remarkable and talented officers in the Salvation Army organization. He was educated for the law, and at an early age was an assistant commissioner in the Punjab, his position being that of a judge, from which he drew a salary of \$5000 a year. He became interested in the Salvation Army through the reading of a War Cry, which fell into his hands in 1881, and, on receiving a furlough for an unlimited time, proceeded to London that he might inquire into the workings of the army. There he resigned from his government position and made application to become a Salvation Army officer. He was accepted by Gen. Booth, and for some time made himself useful in statistical matters at the international headquarters of the army. In the fall of 1882 he went to India and opened up the Salvation Army work there. He was cast into prison for marching in the streets of Bombay and served a light sentence, after which he hit upon the idea of discarding all European dress and going down among the natives, not only dressing as they do, but living like them in general, and being one of them. This way of working has proved itself of great value, by the success achieved by the army since the date of its opening in India. They have today 186 corps and 534 officers, of whom a very small percentage have been brought from foreign lands.

This is the commander's first visit to Los Angeles, though he declares it shall not be his last. His present stay will be brief, as his engagements make it necessary for him to leave for San Francisco tomorrow. From there he will proceed to Portland and Seattle, thence East, taking in Salt Lake City and Denver, and winding up the tour at New York City.

INGALLS ON CLEVELAND.

A Brief but Slashing Review of His Career as President.

[Ex-Senator John J. Ingalls in the New York Journal.] The last day of Grover Cleveland! Had the American people no other cause for universal joy, this alone would suffice. He went into power with much opposition. He goes out with none. The nation shares the relief with which he professes to anticipate liberation from the cares and burdens of state. If he has a hearty, cordial, sincere friend, advocate and champion in either house of Congress, such a one lurks privily in ambush and make no announcement.

Intrusted with plenary power by the people in 1893, the failure of his administration in every department stands confessed. His policy at home has been destructive and abroad humiliating and ignominious. The degraded coalition by which he was elected made no promises that he has not violated, and gave no pledge that he has not betrayed. His tariff reform has afforded neither revenue for the treasury; protection for capital, nor wages for labor. His financial measures have restored neither confidence nor prosperity. Upon the pretext of replenishing the gold reserve, the national debt has been increased and bonds sold to favored syndicates to the detriment of the ordinary expenses of the government. His diplomacy has been apologetic and vacillating to the verge of dishonor, saved only from further disgrace by his grotesque and diverting imbecility.

The Hawaiian episode would be incredible in the prospectus of a comic opera. There has been no day in the past four years that has not witnessed some new triumph in Clevelandism—some bank closed; some railroad in the hands of a receiver; some merchant broken; some farmer, fisherman, fisherman, some maimed and disabled veteran stigmatized and branded with dishonor, driven to the asylum or the grave. Boasting of his robust and incorruptible integrity, he retires with a vast fortune accumulated during the most disastrous period of his country's history, in which millions have been reduced from affluence to want, and from poverty to beggary.

History will record its incredulity that such an impostor could so long escape detection. He is the central figure of an epoch to which no lover of his country will ever revert without the blush of indignant shame at the degradation of its resources and the degradation of its dignity and honor; a period that has no parallel except in the time of Walpole, described by Macaulay as "the era of the most talented and gigantic vices; the paradise of gold hearts and narrow minds; the golden age of the coward, the bigot and the slave." He bequeathed to his successor falling revenues, disordered finances, prostrated industries, and social discontent, which has already obliterated political frontiers and will compel the readjustment of parties to meet the conditions of the revolution upon which we have entered.

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LYRICS OF A LOWLY LIFE, by Paul Lawrence Dunbar, price, \$1.25  
THE CHILDREN, by Alice Meynell, price, \$1.25  
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46-in. All-wool Cheviot Serge, rough effects; yard, 75c  
46-in. All-wool Suitings, lizard mixtures; yard, 75c

46-in. All-wool French Coburg Fancies, \$1.00  
yard  
46-in. All-wool Berlin Bonita Combinations, \$1.00  
yard  
56-in. All-wool Genuine Scotch Homespun, \$1.00  
yard  
46-in. All-wool and Mohair Jacquard Novelities, \$1.25  
yard  
46-in. All-wool Imported Granite Cloth, \$1.25  
yard  
46-in. All-wool Irish Covert Cloth, new shades, \$1.50  
yard  
48-in. All-wool Fancy Etamines, variegated colors, \$1.75  
yard  
48-in. All-wool Broken Scotch Fancy Plaids, \$1.75  
yard  
48-in. All-wool French Drap d'ete for Tailor Suits, \$1.25, \$2.00, \$2.50 Yard.  
54-in. All-wool French Broadcloth, all shades, \$1.00, \$1.50, \$2.00 to \$3.50 Yard.

Paris Pattern Suits. Latest French Weaves, Finest Texture, most dainty colorings, entirely new and exquisite designs. \$15.00, \$20.00, \$25.00, \$30.00, \$40.00 Pattern.

Families That get acquainted with "Pillsbury's Best" don't bother much about other kinds of flour.

\$1.85 Is the Retail Price in Los Angeles.

Crombie & Co., COAST AGENTS Los Angeles, Cal.



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"THERE'S JUST AS GOOD FISH IN THE SEA"

As you will find on our delicacy counter, but no better. All sorts of preserved and smoked fish for the Lenten season—Mackerel, Salmon, Smoked Halibut, Norway Herring, Whitefish, Codfish, Stockfish, Smoked Bloaters, Scaled Herring, Finnan Haddies, Russian Sardines, Swedish Anchovies, Bulk Caviar, Sardells, Holland Herring, Pickled Sturgeon, Smoked Eels, Deviled Crabs, Canned Oysters, and many other dainties of the deep make up a most inviting list to select from—one gets so tired of fresh fish, let's go to Jevne's.

Agents for James Everhard's Canadian Malt Beer.

208-210 South Spring St., ... Wilcox Bldg.

WOOLLACOTT'S The Best

Wines, Ales, Beers, Cordials, Mineral Waters, Whiskies, Etc.

Telephone Main 44. 124-126 N. Spring St.

DR. LIEBIG & CO.

The old reliable, never-failing Specialists, established 18 years. Dispensaries in Chicago, Kansas City, Butter Mount, San Francisco and Los Angeles at

123 South Main Street.

In all private diseases of men

Not a dollar need be paid until cured.

CATARRH a specialty. We cure the worst cases in two to three months.

Discharges of years' standing cured promptly. Wasting drains of all kinds in man or woman speedily stopped.

Examination, including Analysis, Free.

No matter what your trouble is, nor who has failed, come and see us. You will not regret it. In Nature's laboratory there is a remedy for every disease. We have the remedy for yours. Come and get it. The poor treated free on Fridays from 10 to 12.

123 SOUTH MAIN STREET.

Sale & Son, Wholesale and Retail Druggists.

CHAMOIS FOR 25c.

They are GOOD quality, GOOD size, and GOOD value; something that will please you.

220 S. Spring Street, Los Angeles.

Pittsburg ALUMINUM Co.

215 W. THIRD ST.

J.T. SHEWARD

113-115 N. SPRING ST.

We Expect the April Patterns Monday.

Ladies' who have the Delineator will have the opportunity to secure the patterns first, as the Pattern Sheets will not be here until the patterns arrive. This is one great advantage in being a subscriber to the Delineator. You always have an advantage of from three to four days over the fashion sheets. It is always the case that the choicest patterns are the first to sell, and those who are late are the ones who are compelled to wait from one to ten days. We never know what patterns will sell the best until the demands are made. Why not subscribe for the Delineator and be the first to get the benefit.

SHIRT WAISTS

Are selling freely. Warmer weather will increase the demand. Finer Shirt Waist for 50c. Made from new materials and all in new shapes. We did not carry a single shirt waist over from last season. Elegant Shirt Waists, made from new materials and in the finest shapes, for 75c and \$1. Some extra choice styles for \$1.25 and \$1.50.

Take a look at the new Separate Skirts from \$2 to \$4.50. Fine ones for \$3 and \$3.50.

Our Dress Goods Department shows beautiful novelties in wide good for \$1 a yard.

There is no line in the city that will compare with our 50c and 65c line of new choice patterns in Dress Goods. Far superior in quality and style to any goods we have ever sold for the money. Special sale Monday of \$4 Dress Patterns. A few extra choice bargains for early buyers.

Newberry's

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You'll Like It—It Has No Equal—

GOLD SEAL JAYA and COFFEE

216-218 S. Spring St. 40c Per Pound.

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Cost no more than others.

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SPECIAL LOW PRICES FOR CASH.

BANNING COMPANY.

COAL. COAL. COAL. COAL.

Just received several thousand tons selected S. F. Wellington Coal and are selling at lowest market price. Stock up for the winter.

TELEPHONE, MAIN 36. 222 SOUTH SPRING STREET

DR. JAEGER'S WOOL UNDERWEAR.

Full Line at

DESMOND'S,

141 South Spring Street.

HORTON HOUSE

San Diego, Cal. W. Hadley, Prop.

Headquarters for Railroad Men. Finest rooms. Best table. Most central location. The Venetian Lady Troubadours play during meals.

MACHIN SHIRT CO., HIGH GRADE CUSTOM SHIRT MAKERS,

118 1/2 S. Spring St., UP STAIRS. Los Angeles

The Surprise Millinery, Wholesale and Retail, 242 South Spring St.







## THE LOS ANGELES TIMES

## OFFICE-SEEKERS.

## PROCESS OF DOWNWARD EVOLUTION IN WASHINGTON.

Patriots Who Begin at High-priced Hotels and Wind Up at Cheap Boarding-houses.

## TARIFF HAS RIGHT-OF-WAY.

## CAZAR REED WILL RULE AT THE SPECIAL SESSION.

California in a Fair Way to Get All She Deserves in the Way of Tariff and Political Places.

## [SPECIAL CORRESPONDENCE OF THE TIMES.]

WASHINGTON (D. C.) March 8.—The troops have gone, but a large contingent of visitors remain. They are now stopping at \$3 to \$5 a day hotels. Next morning they will be found in boarding-houses, and a month later their home folks will hear from them that they have secured a position in the States.

## SAN BERNARDINO COUNTY

## VIRGINIA DALE TOWNSHIP HAS BEEN ESTABLISHED.

## Brightening Times at the Rose Mine—Cannibal Production at Co. K-Brevities.

## SAN BERNARDINO, March 14.—[Regular Correspondence.] News was just brought in from Virginia Dale that shows a very promising state of affairs at that mining camp. On March 8 a meeting was held for the purpose of organizing the district and laying out a township. At the meeting G. W. Sweeney presided, and the minutes show a decidedly active population, for there was a large gathering of men and a great deal of business was transacted.

## A Great Deal of Interest is taken in the coming special session of Congress.

## President McKinley's proclamation calling the Congress together leaves the matter of what will be considered, dependent upon the wording of his first message. There are many things left undone by the Fifty-fourth Congress that the hold-over members are anxious to have brought up during the special session. Among these are the Immigration Bill, the Bankruptcy Bill, the Anti-Scalping Bill, and the Nicaragua Canal Bill. Speaker Reed is determined, if possible, to confine the work of the special session to the passage of a tariff law, but the failure of four appropriation bills to become laws, compels an organization of the Appropriation Committee on the part of the Senate.

## MISCELLANEOUS MINING NEWS.

## The Rose mine is putting on a large force of men and is sinking from the 700-foot level, with the intention of making deep development. Their ten-man crew is running night and day, besides shipping considerable quantities of ore. Robert Grant of Chicago, one of the principal owners, is at the mine on a visit, accompanied by Mr. Grubb, mining expert. The old Jolly Boy mine in the Morongo District has been purchased by San Francisco capitalists, represented on the grounds by the latter being superintendent. They have put ten men at work. The deepest shaft is down 120 feet. They have leased the mine from the Jolly Boy mine. The latter is five miles from the mine. They have also purchased the old Jolly Boy mine from the Jolly Boy mine. The latter is five miles from the mine. They have also purchased the old Jolly Boy mine from the Jolly Boy mine. The latter is five miles from the mine.

## POMONA BREVITIES.

## While there is no boom in lands here as frequent transfers and a large number of strangers in town have lately been making careful inquiries. The real estate men have shown a disposition to meet them on a conservative basis, while the land-owners are agreed that whatever virtue there may be in land and water, wind is out of place as a part of the combination, and offerings of land are on the basis of actual productive power. There is consequently little difficulty in getting sellers and buyers together on a satisfactory basis.

## C. P. Patterson has bought the Pomona Beacon of B. Y. Havner, its founder and owner. The paper will be under the editorial management of William R. Green, who lately was the Times. The paper will doubtless continue the organ of the license cause, as the present owner is one of the non-protectionists. The new party for City Trustee, Mr. Havner will continue a resident of Pomona, for a time at least.

## It is surprising the number of sheep being raised here in this city. It is estimated that there are not less than 20,000 to be seen along the road from Spadra to Fullerton. They are in excellent condition, and the show on the streets is a sight to behold. Judged by the number of lambs in the flocks, there is every indication of a disposition to increase the number as rapidly as possible. The owners have simply taken the fence down and let the sheep go. The unfenced tracts of hill land along the road named.

## The High School Cadet Corps paraded Second street Friday afternoon and attracted much attention by clever drilling. The boys are aiming to secure uniforms in time to participate in the parade at La Fiesta in Los Angeles.

## SOLDIERS' HOME.

## Party of High-school Excursionists Made Times Lively.

## SOLDIERS' HOME, March 14.—[Regular Correspondence.] The grounds were all alive for an hour or two Saturday morning with a big party of young excursionists from Pasadena. They were from the schools of that city, a large proportion of them being high-school pupils. The excursion was in charge of Thomas H. Rice of the class of '96 and there were more than four hundred people in the party. They scattered about the grounds and created an animated appearance, such as had not been seen here before for many a month.

## HOME BREVITIES.

## Mr. Baumgardt of Los Angeles will deliver an astronomical lecture in Assembly Hall on the evening of March 28.

## Today's muster shows 1534 members of the home present and 323 absent.

## Recent deaths include: Maurice Brennan, late Co. F, First Texas Rangers, Mexican War, admitted from Yountville, March 1896, aged 50; John A. Co. A, Thirtieth Wisconsin Inf.

## PASADENA.

## CONTEMPLATED REORGANIZATION OF THE ELECTRIC ROAD.

## Plans on Foot for the Investment of Ample Capital—Controlling Interest to Be Voted in a Pasadena Capitalists' Notes and Pasadena.

## PASADENA, March 14.—[Regular Correspondence.] At the meeting of the City Council Monday afternoon the representatives of the Pasadena and Los Angeles road expect to make public some matters which are likely to have an important bearing upon the controversy over street railway franchises. The plans of the company were communicated to the members of the Council several days ago, but under the seal of secrecy, as the arrangements had not then progressed far enough to permit of publication. The knowledge of the plans is the explanation of the non-committal attitude of the Councilmen toward the Terminal Railway's application for an electric franchise. They have been exposed to severe criticism and some even to harsh suspicion because of their delay in granting this application. It is quite irrespective of the merits of the controversy, it is safe to say that the citizens of Pasadena have hitherto been in the dark as to the real intentions of the electric company, and their judgment has therefore been formed without a full knowledge of the facts of the case.

## The popular agitation in favor of granting an electric franchise to the Terminal Railway is based upon two grounds.

## The first is the broad proposition that competition in transportation is desirable for every city.

## The second is the widespread prejudice that has long been growing against the electric company. The reasons for this prejudice are well known. The history of the company has been largely a history of unfulfilled promises. The sensational promises of the company have not been built. The horse-car lines which should have been electrified long ago are still running their antiquated little mule cars over the old strap-tracks. Threats and entreaties have alike proved powerless to obtain for the people the service to which they were entitled. Under the circumstances it is not strange that the popular prejudice has at length been thoroughly awakened, so that all propositions coming from the company are viewed with suspicion and distrust. The prospect of a competing road has naturally been hailed with joy. The spirit of antagonism to the old company has found expression in the numerous signed petitions now in circulation, asking the Council to grant the Terminal franchise.

## At the meeting of the Council Monday afternoon the Pasadena and Los Angeles company will present in definite shape its proposition to light the streets and public buildings with electricity for the nominal consideration of \$1 a year. The company will be prepared to enter upon this arrangement immediately. It will continue to operate the city with light so long as no street-railway franchise is granted to any other company. This proposition is coupled with a plan for the entire and immediate reorganization of the Pasadena and Los Angeles Railway. The controlling interest in the company will be vested in the hands of men of ample means residing in Pasadena. It will be separate and distinct from the control of the Santa Monica line. The necessary capital is already assured with which to build the new system and provide the rolling stock. It is proposed to begin at once the construction of branch lines in Pasadena, wherever the Council may deem it desirable. The details of this plan have been carefully considered, and guarantees of satisfactory and immediate performance will be given.

## The legality of the street-lighting proposition has been carefully investigated by City Attorney Arthur and Mr. R. Metcalf, and they have reported a contract which they believe to be valid. That the plan is a practical one may be taken for granted, as it was presented only after the fullest investigation.

## The foregoing statement is not based upon the assertions of any officer of the Pasadena and Los Angeles company, but it is given upon the authority of the capitalists whose money will be invested in the reorganized company.

## As stated in Sunday's Times, the Council will probably take no action tomorrow. The proposition of the electric company has been presented to them so recently that as yet there has been no opportunity to give it full consideration.

## PASADENA BREVITIES.

## Louis N. Whildin, who is popularly known as "Archie," was arrested yesterday charged with receiving stolen goods. The Gilbreath boy who stole a can of oil from W. J. Kelly, is said to have disposed of his plunder to Archie. The latter was arrested yesterday on a charge of receiving stolen goods.

## Theodore Coleman, who recently severed his connection with the Pasadena Star, has accepted the position of editor and manager of the News. He will begin his new duties next week.

## Mrs. Dr. Shipman of the Foundlings Home of Chicago visited the Montclair Home Friday. Mrs. Shipman and her daughter are spending the winter in Southern California.

## Arrivals today at Hotel Green include: Mr. and Mrs. Thomas S. Wood, Clatskanie; Mrs. H. D. Earle and child, Mrs. A. G. Earle and daughter, New York.

## W. B. Conrad and J. S. Glascock will go to San Francisco this week as delegates to the convention of Macco-bees.

## Chester Emery, arrested last week for stealing a purse from a postoffice employee, has been sent to Whittier.

## The Chicago Brokerage Company is about to open a Pasadena office at No. 19 North Raymond avenue.

## SAN DIEGO COUNTY.

## Sites Offered for the New Normal School Building.

## SAN DIEGO, March 14.—[Regular Correspondence.] The bills that Gov. Budd has signed the law for the establishment of a State Normal School here naturally causes general pleasure among the people. The bill carries with it an appropriation for \$50,000. Gov. Budd has the selection of three trustees, who shall select a site for the school. Where this site will be is yet undetermined. A site on University Heights, where a small foundation for a school building was started in the boom days, has been inspected. To get proper school buildings there under the law, would, it is said, require

## two years or so. The site for a school at Pacific Beach includes sixteen acres of land and a building built expressly for school purposes, which are in excellent condition, and which are offered to the State as a gift. This Pacific Beach proposition has the advantage that the buildings are already for the school to be started at once, and the buildings would cost the State practically nothing.

## SAN DIEGO BREVITIES.

## Arthur B. Nervo has received his commission as lieutenant-commander in the United States navy. He is the nephew of C. A. Nervo of this city.

## Charles Ensign goes to Los Angeles March 15 to enter the employ of the Union Pacific Railway.

## Miss Guelmo Baker of this city, the young and talented vocalist, who is now studying in New York, was the guest of honor of the Philadelphia Mandolin Club on March 4. Miss Baker's voice captivated a critical audience.

## El M. B. Icaro sailed for Acapulco last evening.

## Water in the Sweetwater reservoir is over fifty feet deep, which is a supply 25 per cent greater than the entire demand for 1896.

## Work on the Otay dam has been suspended.

## The San Diego County School Convention will meet at Escondido March 23 and 24.

## Capt. J. W. Heath has married Mrs. M. B. Ball of national city.

## The Leming Grove packing-house received five tons of lemons on Saturday.

## Cresson Sprigg of this city has married the daughter of Duryea, the starch maker of New York.

## Mrs. M. Sebbes, wife of Commander Sebbes, U.S.N., is in Los Angeles; also Mrs. Georgia Matfield.

## President Ripley of the Santa Fe system is expected to arrive at noon on March 15.

## Bids are advertised for \$324,000 of Lincoln Irrigation District bonds, to be opened on April 6.

## Ex-Gov. Horace Boies of Iowa started north yesterday.

## Lincoln McMillan has arrived in France, after a voyage around Cape Horn, in the steamer Amen. He contemplates sailing to Australia.

## SANTA BARBARA COUNTY

## UNEMPLOYED SET TO WORK CLEANING THE STREETS.

## Report That the Bythine Springs on the Hope Ranch Have Been Sold to Los Angeles Parties—A Large Sanatorium is Under Consideration.

## SANTA BARBARA, March 14.—[Regular Correspondence.] Tomorrow morning the city will commence work on the streets, for the double purpose of cleaning the usual spring growth of weeds, and also to give the unemployed something to do. The city spends \$600 per year for this purpose, though the work is usually done a little later in the season. The labor agitation is responsible for beginning the spring cleaning a few weeks earlier than it was deemed best to give the men work now, even at the risk of a second growth of weeds.

## WILL MEET MORE FREQUENTLY.

## The Board of Supervisors for many years past have been able to transact the county's business by meeting once every three months; the county is coupled with a plan for the entire and immediate reorganization of the Pasadena and Los Angeles Railway. The controlling interest in the company will be vested in the hands of men of ample means residing in Pasadena. It will be separate and distinct from the control of the Santa Monica line. The necessary capital is already assured with which to build the new system and provide the rolling stock. It is proposed to begin at once the construction of branch lines in Pasadena, wherever the Council may deem it desirable. The details of this plan have been carefully considered, and guarantees of satisfactory and immediate performance will be given.

## IMPORTANT SALE REPORTED.

## It is reported that the Bythine Springs property on the Hope ranch has been sold by Mary T. Moore to Los Angeles parties, who contemplate extensive improvements.

## The rumor is likewise abroad that the owners of the Verona tract, on which the valuable mineral water springs are located, are discussing the proposition to erect a large sanatorium.

## NEWS JOTTINGS.

## Jesse Franklin expects to return to Germany next month to resume his course of instruction on the violin. He has already spent three years abroad.

## George Otis and Sam Logan of Carpinteria leave Wednesday by private car for the Verde and "Six-weeks" pleasure trip to La Juna.

## Miss Mella D. Everhart has sold her Montclair home and gone to Colorado Springs, where she has large property interests.

## It has been decided not to repeat the oratorio, "Stabat Mater," as was announced a few days ago.

## Judge J. B. Canfield left for San Francisco today for a few days' visit.

## RIVERSIDE COUNTY.

## RIVERSIDE, March 13.—[Regular Correspondence.] As Mrs. E. R. Skelley was driving on Prospect avenue Friday evening, her horse took fright and ran away. At the corner of Fourth and street the carriage struck the curb and Mrs. Skelley was thrown out and sustained painful but not serious injuries.

## STREET IMPROVEMENTS.

## The City Trustees will on Tuesday let the contract for macadamizing Seventh street. The work of laying crushed rock on Orange street is going on at an encouraging rate. The finishing touches are being put to the new section of the street on Main street. No other small town in Southern California is doing so much in the way of street improvement as Riverside, and the improvements are of a permanent character.

## RIVERSIDE BREVITIES.

## President White of the University of Southern California lectured on "The Black Napoleon," at the Methodist Church Friday evening.

## The Andron divorce case, which has been before the Superior Court for several days, has gone over until next week.

## William Haslam has filed his bond as director of the San Jacinto and Perris Valley Irrigation District.

## The service at the Congregational Church Sunday evening will be in charge of the Home Missionary Society, and an interesting special programme has been prepared.

## Cut by a Mexican.

## Theo Cantwell, who lives at the Richmond House on Commercial street, was walking down to his room last night about 10 o'clock when a drunken Mexican named Cruz bumped against him. The Mexican called Cantwell a vile name, and the latter struck out, hitting Cruz in the face. The latter, with an oath, drew a knife and slashed a gash in Cantwell's right forearm. He then ran away, and when Cantwell got tired of chasing his assailant, he went to the Receiving Hospital and Dr. Hagan took two stitches in the cut arm.

## An excellent remedy for insomnia will be found in the famous Old Jesse Moore Whisky, taken at bed time. Your druggist has it for sale.

## THE LOS ANGELES TIMES

## YEAR BOOK AND ALMANAC

For 1897.

Southern California for Pleasure and Profit.

An Encyclopedia of Information for Residents, Non-residents and Tourists, the Office, the Home, the Orchard and the Farm.

Some of the contents of this great publication will be

## FACTS ABOUT CALIFORNIA.

Election Returns of the State at the last General Election, Official Figures of the last Election in Los Angeles, Legal Holidays, the Production of Gold, Cost of State Institutions,

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The Climate, Spanish Words and their Meanings, The Oil Interests, the Old Missions, Facts About the City of Los Angeles, A Gazetteer of Southern California Towns, The Cost of Living, A Sportsman's Paradise, Altitudes, Mountain Resorts, La Fiesta de Los Angeles, The Land and its Products, and thousands of other things of general interest.

THIS GREAT YEAR BOOK will be mailed to any address in the United States, Canada or Mexico for 35 cents.

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THE ONLY SPECIALISTS IN SOUTHERN CALIFORNIA TREATING

## DISEASES OF MEN ONLY.

We have the largest practice on the Coast, our fees are low and

We never ask for a dollar until cure is effected.

We have a hospital in connection where we cure

Varicocele, Piles and Rupture

In one week. Accommodation for out-of-town patients and others who wish to remain during treatment. We treat diseases of men and absolutely nothing else. We understand this class of cases and never waste our own or patient's time when we are not sure of curing for we do not expect a dollar until he is cured. Any in these diseases cheerfully given either in person or by letter.

Corner Third and Main streets. Over Wells, Fargo &amp; Co.

## "Butcher's" DIRECT CONTACT METHOD.

155 NORTH SPRING STREET.

## AID TO STAGE SETTING.

Some New Electrical Devices on the Stage.

The beauty of stage setting is being greatly enhanced by electric light devices. For instance, in a play founded on life on the Mississippi, a most realistic bit of scenic detail is introduced. In one of the scenes, which depicts a Southern swamp, the air is thick with mists, which fitly and glow with a most realistic phosphorescence. The secret of this effect is a net hung in front of the back scene, upon which are fastened innumerable small Geissler tubes. These are connected with a battery actuated by a keyboard, which can be operated at the will of the electrician. By swinging the hand of the keyboard and forward the motion of the fireflies is perfectly imitated. In the weird opera of the "Flying Dutchman," an extraordinary effect is produced, as the phantom ship comes in sight, by the bursting forth from the topmast and yards of St. Elmo's fire—the phenomenon which occurs in the tropics between the earth and the clouds, and the streaks of bluish-white light wave like spectral banners high over the gloomy deck and ghostly masts.

This striking illusion is effected by placing on the top of each mast a 100-candle power arc lamp, which is operated individually from a keyboard. Another Wagner opera, "Die Walkure," is indebted to a beautifully-conceived combination of light and steam for one of its most important spectacular features. Clouds of steam are always effective in a stage picture on account of their susceptibility of taking the color of the electric light which is used.

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## CITY BRIEFS.

If you have a photograph that you want enlarged three-quarters life size and elegantly framed without its costing a penny, all you need do is to become a subscriber to the Los Angeles Times and pay one year in advance for the same.

Register names at St. George Stable, 510 S. Broadway, for a party to be given at the residence of Mrs. J. H. St. George, Pasadena, Brolwin's ranch, Old Mission, Van Storage Co., Tel. Main 1140.

There are undelivered telegrams at the office of the Western Union Telegraph Company for H. Wendt, John H. Wright, P. H. Stenberg, David Stuss, J. L. Wheeler, W. G. Miller, N. C. Davis, Miss Emily Brownell, Will H. Cochran, Godfrey Birdsall, John Gilchrist and R. G. Sykes.

## AN OLD RESIDENT DEAD.

C. W. Davis, the Architect, Succumb to Heart Disease.

Charles Wellington Davis, an old resident of Los Angeles, died of heart disease yesterday morning at his home at Gardena. For some days past Mr. Davis had been complaining of pains in his chest, and yesterday morning was not feeling well. His son, who had been talking to him, left the house to go to the barn, and was only absent for a few minutes. When he returned Mr. Davis was dead, sitting upright in his chair. Coroner Campbell was notified, and yesterday afternoon held an inquest, the jury returning a verdict of death from natural causes.

Mr. Davis was an old resident of Los Angeles, having come here in 1874. He was a very well-known architect, both here and in San Francisco, having designed many buildings in both cities. In San Francisco he designed the great shot tower and drew the plans for the Jewish Synagogue on Sutter street. The deceased was 71 years old, and was married four times. He leaves behind him a widow and one son.

## FELL ON HIS HEAD.

## A FATAL ACCIDENT ON THE PICO STREET LINE.

Conductor Maurice Oliver Fell from a Moving Car and Fractured His Skull—Dies Three Hours Later Without Recovering Consciousness.

Maurice Henderson Oliver, a street car conductor, fell from car No. 60 coming in from Pico street yesterday afternoon, at the Pico street switch, at the corner of Figueroa street, falling on his head and causing injuries, from which he died about three hours later.

There are various conflicting stories about the manner in which Oliver happened to fall. An eye witness on the car states that Oliver was walking on the footboard, the car being of the open variety, and was collecting fares. When near the front of the car, which was then coming off the switch, Oliver suddenly seemed to lose his balance, and fell backward to the ground, striking on the back of his head with great force. The witness, who was on the rear platform, pulled the bell, and stopped the car, going back after the fallen man. Motorcarman Will. Witly knew nothing of the accident until the car was stopped.

Another account says that Oliver was on the rear platform of the car, reaching backward for a trolley rope, when the jerk of the car coming off the switch threw him backward. He struck his head on the rails and lay perfectly still. He was picked up and carried to W. M. Johnson's drug store at the corner of Pico and Figueroa streets. Dr. Lewis was summoned. The man was bleeding profusely from the nose and left ear, and had frequent attacks of nervous contraction of the muscles. Dr. Lewis injected a solution of strychnine and morphine in Oliver's back, and administered some aromatic spirits. The patrol wagon arrived about three quarters of an hour after the accident, and Oliver was taken to the Receiving Hospital. Dr. Lewis administered the ammonia, the man opened his eyes, and said: "That don't taste good," the last words that he uttered.

On his arrival at the Receiving Hospital, Dr. Hagan examined the man, and found a severe bruise on the posterior portion of the head, but no cuts of any kind. From the bleeding at the nose and ear, and the frequent vomiting of blood, a fracture of the skull was said to be the injury. Dr. Cates arrived later, and injections of morphine and strychnine were administered. The man was made as easy as possible, but in spite of all efforts, he never recovered consciousness and died at 8:20 o'clock. His wife, who is in delicate health, was in an agonized state of mind and was finally sent to her home at No. 629 Ruth avenue, in charge of Mrs. Lloyd, a neighbor.

Oliver came here from San Francisco about five months ago, and has since been an ex-conductor on the Los Angeles Railway street line. He was 33 years of age, and leaves a widow and one child 5 years of age. The body was taken to the undertaking establishment of Orr & Hines, where an autopsy will be held. Coroner Campbell will hold an inquest over the remains at 2 o'clock today.

## PERSONALS.

Mr. and Mrs. W. N. Dekker of Omaha are registered at the Westminster.

Hugo and Neil Sorenson of Kingsbury are registered at the Nadeau.

John C. Fisher, the Collector of the Port of San Diego, is registered at the Van Nuys.

James Shield and H. T. Lewis, mining men of Montana, are staying at the Westminster.

Herman Copeland, a well-known fruit grower of Chula Vista, is staying at the Hollenbeck.

C. H. Parker, W. H. Hill and E. E. Mason, the crack shots of the Santa Ana Gun Club, are staying at the Hollenbeck.

George W. Scott and William W. Stair, well-known boot men of San Francisco, are registered at the Westminster.

E. S. Babcock, the proprietor of the Hotel del Coronado at San Diego, and Charles T. Hinde, are staying at the Van Nuys.

S. McConihe, Marion J. Adams and C. E. Munson, members of the United States army, and stationed at Fort Logan, Kan., are staying at the Nadeau.

Judge M. M. Hubbard, of the Supreme bench of Iowa, accompanied by Mrs. Hubbard, and Judge and Mrs. Trimble of Cedar Rapids, is stopping at the Van Nuys.

Mark Flaisted, the proprietor of the Riverside Enterprise, and the newly-appointed superintendent of the Highland Insane Asylum, is registered at the Hollenbeck.

August Belmont, the famous New York financier, accompanied by Mrs. Belmont, Mr. and Mrs. H. V. R. Kennedy, and W. B. Wintersmith, Mr. Belmont's secretary, is staying at the Hollenbeck.

## A BOGUS TWENTY.

## A STRANGER PASSES BAD MONEY AT THE ORPHEUM.

The Ticket Seller Gives Twenty Big Dollars in Good American Silver for a Worthless Peruvian Silver Plaster.

A strange man last night fraudulently passed a bill of the Peruvian Consolidated Bank on Harry B. Westhorpe, the ticket-seller at the Orpheum Theater. The bill was for \$20, and the stranger received full change in silver.

It appears that as the rush in the early part of the evening was going on three men approached the box office and the first laid down 20 cents, asking for three seats. As he did so, one of his two companions spoke to the ticket-seller, asking him to change a \$20 bill. Being glad to obtain currency, the ticket-seller assented, and counted out twenty dollars in silver. The stranger threw down a bill, gathered in the change, and telling his companions that he would return in a minute, went downstairs. When Westhorpe examined the bill he discovered how he had been tricked, and at once locked up the office and reported the matter to the police. From the description of a bystander, a man was arrested, but he was found to be an innocent party. The companions of the man who had passed the bill, however, were found and a description of him and his haunts were furnished to the police, by which they hope to apprehend him.

A complaint on a charge of obtaining money under false pretenses has been lodged against the stranger, who is said to be known to the police of the city, having more than once figured in the Police Court.

## Loses His Foot.

Charles Walters, the former boiler inspector for the city, was yesterday operated upon at the County Hospital, his right leg being amputated below the knee. At one time Walters was the chief engineer at the East Los Angeles power house of the old cable system, and when cleaning the machinery one day, a heavy piece of steel fell upon his foot, crushing it badly. He has been in the habit of having it dressed regularly at the hospital, but for some time past had not visited the place. Yesterday he was there, after an examination Dr. Barber decided that the foot must come off to save the rest of the leg. The operation was performed and Walters removed to his home on Altura street.

## REAL ESTATE TRANSFERS.

On SATURDAY, March 13, 1897. (Figures in parentheses, unless otherwise stated, give volume and page of miscellaneous records containing recorded maps.)

Adela A. Glenn and George S. Sinsabaugh, trustees, to A. C. Johnson, part of block 3, Coronet tract (37-46), being in center line of street, 40 feet east of northeast corner of block 3, thence west along north line of said block 32.2 feet, thence south parallel with east line of said block, 78.5 feet, etc., \$1500.

J. D. Steele, Jr., and Emma A. Steele to J. D. Steele, Jr., undivided two-thirds interest in lot 102, Grider & Dow's Adams-street tract, (24-25) \$1800.

August Sederlund and Anna Sederlund to John Matthews, lots 13 and 14, Peck's subdivision of block 44, San Pedro, \$500.

Clara P. Stafford, agreement to convey lots 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Charles P. Donahue and Elizabeth S. Donahue, trustees, to Mrs. Josephine McCormack, north 75 feet of lot 2, Webster, Pitcher & Martin's subdivision (11-55), \$1200.

L. C. Lane to Arcadia B. de Gaffey, lots 2 and 3, block 77, San Pedro, \$500.

Mary S. Sinsabaugh and George S. Sinsabaugh, trustees, to A. C. Johnson, part of block 3, Coronet tract (37-46), being in center line of street, 40 feet east of northeast corner of block 3, thence west along north line of said block 32.2 feet, thence south parallel with east line of said block, 78.5 feet, etc., \$1500.

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